



White Mountain National Forest Forest-wide Travel Analysis Report

White Mountain National Forest
New Hampshire & Maine



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Cover: Spring Brook Road – Saco Ranger District, Maintenance Level 2 – WMNF Photo.

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Executive Summary

The White Mountain National Forest's Travel Analysis Process (TAP) identifies opportunities for the national forest transportation system to meet current and future management objectives, and provides information that allows integration of ecological, social, and economic concerns into future road-related decisions. The TAP is intended to inform local situations and landscape/site conditions as identified by forest staff members and coupled with public input.

The outcome of the TAP is a list of potential opportunities to change how certain parts of the forest transportation system are managed to address administrative and public issues and interests. A thorough travel analysis informs subsequent National Environmental Policy Act (NEPA) decisions, allowing individual road-related projects to be more site-specific and focused, while still addressing cumulative impacts associated with the entire transportation system. The TAP does not produce decisions or allocate National Forest System (NFS) lands for specific purposes. It describes current conditions, risks, benefits, opportunities (needs for change), and priorities for action. Future NEPA analyses that include public involvement may carry forward, reject, or change the recommendations in this report, and provide the basis for making specific transportation system related decisions.

This analysis was a broad scale analysis of the forest road system on the White Mountain National Forest (WMNF). It encompassed all National Forest System roads and unclassified roads at all maintenance levels under jurisdiction of the Forest Service on the WMNF. It did not consider motorized trails because as they are prohibited for summer use (White Mountain Forest Plan p 2-19) and over-the-snow use will be evaluated in a separate process (Travel Management Rule, Sub-part C). An interdisciplinary team reviewed available information (including the forest-wide roads analysis completed in 2004, subsequent project-level decisions, public comments, and available data) and used their local knowledge to describe the current forest road system, assess risks and benefits, and make recommendations.

Summary of Issues

To adequately identify issues the TAP interdisciplinary team needed to examine relevant data, gain insight from those with local expertise, and conduct public involvement. Information from the public included their attitudes, beliefs, and values related to the Forest road system.

Resulting issues are summarized as:

- Insufficient resources and funds for maintenance of the existing road system.
- The need for access for public recreation opportunities, forest management, emergency services and to private lands.
- Environmental impacts including especially to water and soil resources
- Data needs, including updates to roads, trails, and others

Summary of Recommended Actions Responding to Issues

The recommendations in this Travel Analysis Report are a starting point for future planning projects. Some of the findings within this Travel Analysis Report (TAR) need further investigation to check their validity on the ground, as this exercise was a landscape scale approach based on existing data. Opportunities to address the identified issues include:

- Adjust road operational maintenance levels to what can be maintained within expected budgets.
- Develop partnerships with various state, town, and non-governmental groups to defray maintenance costs.
- Implement existing guidelines for mitigating road risks to reduce soil and drainage impacts from roads.

- Maintain access to public recreational sites; consider dual use roads/trails carefully in project level decisions.
- Maintain and update the Motor Vehicle Use Map and educate the public on its use.

Key Results and Findings

The ultimate goal of the TAP is management and sustainability of a road system that minimizes adverse environmental effects by assuring roads are in locations only where they are necessary to meet access needs and can be maintained within budget constraints. The TAP analyzed roads based on their risk to natural, social, economic, and cultural resources and their benefits to recreation, forest management, and emergency access. These results were further reviewed by District staff, to confirm accuracy, and ultimately to recommend a first step at a minimum road system. A summary of key findings and opportunities for changes includes:

- A recommendation to keep the majority of public and forest management access to enable Forest Plan implementation
- A recommended decrease of 134 miles in the current system
- Opportunities to change maintenance levels to better fit existing and expected uses and maintenance budgets
- Cost savings from reduction in maintenance level or elimination totaling to \$159,000 dollars per year.
- Recommendations for classifications or decommissioning of all unclassified roads
- The highest portion (46%) of our roads fall into a moderate risk category
- The majority of our roads fall into a low or moderate benefit category (39% & 40%)

Our findings are documented in this report which consists of maps and tables displaying opportunities for all system roads that differentiates between those roads which will potentially remain and those that may be removed or changed. The maps/tables will be used to inform future proposed actions subject to National Environmental Policy Act (NEPA) compliance.

How this Report Will Be Used

Travel analysis in itself is not a decision-making process; it is an assessment of the existing condition of the current road system. The TAP results will assist the White Mountain National Forest in addressing issues related to the size of the transportation system. Recommendations will be used to:

- Inform future project-level proposed actions, purpose and need statements, and decisions pertaining to road construction, reconstruction, decommissioning, and maintenance;
- Guide road investments at Forest and District scales
- Prioritize actions in relationship to available funding

Step 1: Setting up the Analysis

Purpose

The purpose of this section is to:

- Provide background on agency direction on travel management
- Identify interdisciplinary team and the specialties relevant to the intended analysis
- Identify scope and scale of the analysis
- Identify appropriate depth of travel analysis, and available data sources

Background of Travel Analysis

The current Forest Service direction for travel analysis is the result of a series of agency decisions over the last decade concerning the management of motorized vehicle use on National Forest System lands. The initial policy included only roads but evolved over time through additional policy decisions to address all motorized travel: on roads, trails, and in areas designated as open for cross-country motorized travel. Agency policy requiring a science-based analysis for travel management decisions began in August 1999, when the Washington Office of the USDA Forest Service published Miscellaneous Report FS-643 titled “Roads Analysis: Informing Decisions about Managing the National Forest Transportation System.” The objective of the roads analysis was to provide decision-makers with critical information to develop road systems that were safe and responsive to public needs and desires, were affordable and efficiently managed, had minimal negative ecological effects on the land, and were in balance with available funding for needed management actions. In October 1999, the agency published Interim Directive 7710 authorizing units to use, as appropriate, the road analysis procedure embedded in FS-643 to assist land managers making major road management decisions.

In January 2001, the Forest Service issued the final National Forest System Road Management Rule. This Roads Rule revised regulations concerning the management, use, and maintenance of the National Forest Transportation System (NFTS) to make them consistent with changes in public demands and use of National Forest System resources and in response to the need to better manage funds available for road construction, reconstruction, maintenance, and decommissioning. The final Roads Rule removed the emphasis on transportation development and added a requirement for sound science-based transportation analysis. The final Roads Rule was intended to help ensure that additions to the National Forest System road network were those deemed essential for resource management and use; that construction, reconstruction, and maintenance of roads minimized adverse environmental effects; and that unneeded roads were decommissioned and restoration of ecological processes was initiated.

In November 2005, the U.S. Department of Agriculture promulgated the final rule for “Travel Management: Designated Routes and Areas for Motor Vehicle Use,” otherwise known as the Travel Management Rule, which is current policy. The Federal Register renamed “Road Analysis” as “Travel Analysis,” and streamlined some of its procedural requirements for the purpose of designating roads, trails, and areas for motor vehicle use, and to expand the scope of roads analysis to encompass trails and areas. The Forest Service revised regulations regarding travel management on National Forest System lands in 2005 to clarify policy related to motor vehicle use, including the use of off-highway vehicles. The travel management rule requires designation of those roads, trails, and areas that are open to motor vehicle use. Designation is made by class of vehicle and, if appropriate, by time of year. The final rule prohibits the use of motor vehicles off the designated system; as well as use of motor vehicles on routes, and in areas that are not consistent with the designations.

Roles of Specialists

An interdisciplinary working group of specialists were assigned to the TAP. The team members and their primary analysis role are listed below in Table 1:

Resource	Name	Role
Lands	James Detzel	Team Leader
Planning	Stacy Lemieux	Team Coach
GIS	Anna Johnston	Core Team
Public Affairs	Colleen Mainville	Core Team
Responsible Official	Tom Wagner	Core Team
Watershed	Sheela Johnson	Data Specialist
Aquatic Systems	Mark Prout	Data Specialist
Road Systems	Scott Lees	Data Specialist
Ecologist, Soils	Erica Roberts	Data Specialist
Recreation, Trails	Marianne Leberman	Data Specialist
Heritage	Sarah Jordan	Data Specialist
Terrestrial Systems	Leighlan Prout	Data Specialist
Forestry	Roger Boyer	Data Specialist
Fire/Fuels	Chase Marschall	Data Specialist
District Liaison	Ashton Hargrave	Data Specialist
District Liaison	Rick Alimi	Data Specialist
District Liaison	Reginald Gilbert	Data Specialist
Saco District	-	Data Review / Field Expertise
Pemigewasset District	-	Data Review / Field Expertise
Androscoggin District	-	Data Review / Field Expertise

Table 1. Roles of specialists assigned to different resource areas for the White Mountain National Forest Forest-wide Travel Analysis.

Project Scope and Scale

This analysis was designed as a broad scale comprehensive look at the transportation system of the White Mountain National Forest (WMNF). The scope of this TAP included all National Forest System roads and unclassified roads at all maintenance levels under jurisdiction of the Forest Service within the boundary of the White Mountain National Forest. This project does not include those roads over Federal lands which are maintained under the jurisdiction of the State, County or Town. Nor does it consider motorized trails because as they are prohibited for summer use (White Mountain Forest Plan p 2-19) and over-the-snow use will be evaluated in a separate process (Travel Management Rule, Sub-part C). This study was completed with generally existing data some of which may have been incomplete or out of date. Results were reviewed by resource specialists and local district staff to give the best possible outcome over a broad-scale assessment.

Process Plan

The TAP followed the same six-step process described in Forest Service Handbook 7709.55 – Travel Planning Handbook, Chapter 20 – Travel Analysis, which include:

- Step 1. Set up the analysis
 - Establish interdisciplinary team (IDT)
 - Determine data requirements and needs
 - Review and assemble existing spatial data
- Step 2. Describe the situation
 - Map existing Forest System roads
 - Complete geospatial data analysis
- Steps 3 & 4. Identify the concerns and, assess benefits, problems, and risks
 - Review data analysis results with IDT and District staff
 - Complete Risk/Benefit summary maps and tables
 - Identify additional issues, concerns, and opportunities through public involvement
- Step 5. Describe opportunities and setting priorities
 - Recommend possible modifications to the road system based on the findings of this analysis that can be examined in more detail in future NEPA analyses
- Step 6. Report

Work on this TAP began in May 2013 with the identification of the IDT and project scope. Data assessment, mapping, and geospatial data analysis occurred from summer 2013 through spring 2015. Issues, risks, and benefits were evaluated in the spring and summer of 2015. A public comment period to contribute to that evaluation was held in March-April 2015. Recommendations were identified in the summer of 2015 and this report was finalized in September 2015.

Information Needs

The following information was used to complete the analysis:

- Forest Service Infra roads database.
- Geographic Information System (GIS) data and databases containing the transportation system, land ownership, vegetation conditions, wildfire hazards/burn units, aquatic passage inventory, wildlife, botanical resources, invasive plant species, cultural resources, fisheries, streams, wetlands, Recreation Opportunity Spectrum, Wilderness, Inventoried Roadless Areas, road condition, administrative facilities, recreational facilities, and mineral resources.
- Budget information about funding allocated to roads in prior years (including grants and other non-Forest Service funds) and costs for maintaining the road system to standards.
- Vegetation management plans.
- Special use authorizations.
- Project-level travel analyses for projects analyzed since 2003
- Information gathered during Forest Plan Revision on Forest System Roads.
- On-the-ground knowledge of road conditions, benefits, risks, and other resource information.

Step 2: Describing the Situation

Purpose

The purpose of this step is to:

- Describe the existing land and travel management direction
- Describe road maintenance levels, and the existing transportation system

Current Land Management and Travel Management Direction

A. General

Travel analysis is focused on identifying needed changes to the size of the forest transportation system; identifying the existing management direction is an important first step. Restrictions, prohibitions, and closures on public motor vehicle use are part of the existing direction. Existing direction (i.e., laws and regulations, official directives, land management plans, forest orders, and forest-wide or project-specific road-related decisions) governs the motorized routes and areas open to public use. This information about the managed transportation system is documented in road management objectives, maps, recreation opportunity guides, tabular databases, and other sources.

The desired future condition for the WMNF (Plan FEIS, p. 1-9) states: “Transportation networks and facilities are provided to support the goals and objectives of the Forest Plan. Road networks are managed to provide safe travel, while ensuring that environmental impacts from roads are mitigated where possible.” The WMNF Forest Plan has general objectives that guide and direct resource management activities. The Forest-wide transportation objectives are:

1. Construct only those roads necessary to meet the management objectives of the Forest Plan.
2. Decommission all classified and unclassified roads not necessary to meet the management objectives of the Forest Plan as funding is available.
3. Maintain the classified road network to meet the requirements of the Highway Transportation Safety Act with available funding.
4. Explore opportunities for alternative transportation methods and clean fuels that would reduce resource impacts.

B. Motorized Trails

There are no designated motorized trails on the White Mountain National Forest, excluding over snow trails, which will be addressed in a separate effort (36 CFR 212, Subpart C).

C. Areas

There are no designated motorized areas on the White Mountain National Forest.

D. Previous Travel Management Decisions

The White Mountain National Forest conducted a roads analysis using the same six-step process as part of Forest Plan revision (completed in 2004). That Forest-wide analysis summarized general concerns and opportunities related to the Forest’s road system. It was intended to inform future site-specific road analyses across the Forest. That analysis focused on forest roads with an operational maintenance level of three, four, or five; lower maintenance level roads were discussed only very broadly because their effects are more localized.

Since 2003 the WMNF has been conducting project-level transportation analyses for each vegetation management or integrated resource management project. These site-specific analyses identify all roads within the analysis area; summarize concerns and opportunities associated with those roads and make recommendations for future management. These documents consider forest roads of all maintenance levels,

including those identified as “unclassified.” Each project for which a travel analysis was completed resulted in a decision on changes to the road system in the project area. These changes are shown in Table 2. Prior to this effort, the WMNF has analyzed >12% of its total land base (>21% if wilderness and areas covered by the roadless area conservation rule are excluded) in project level decisions. Changes from all previous decisions were part of the existing condition for this TAP.

Activity	FY14 (miles)	FY06-FY14 (miles)
Road Construction	0.5	5.4
Road reconstruction	5.7	63
Classification of unclassified roads	0	16.3
Road decommissioning	1.2	3.9
Unclassified road decommissioning	0	13.1

Table 2. Changes made to forest roads in project decisions (Fiscal Year 2006 - 2014).

Through site-specific project analyses completed since 2006, there have been 29.4 miles of unclassified road analyzed. Of those, 16.3 miles were added back to the system in order to meet forest Plan Goals and Objectives, and 13.1 miles of unclassified roads were decommissioned.

In recent years, the Forest has accomplished a substantial amount of work on our roads in addition to the resource management projects for which transportation analyses were conducted. This work has included culvert replacements for aquatic organism passage, bridge replacement and road reconstruction to repair damage from Tropical Storm Irene and Hurricane Sandy, and paving on the Tripoli Road.

Road Maintenance Levels

The Forest Service differentiates forest roads into five maintenance levels, which define the level of service, and maintenance required. Refer to Appendix A for a map of existing roads, and maintenance levels.

- Road Maintenance Level 5 (ML5) – roads are managed and maintained for a high degree of user comfort. These roads are generally paved and are suitable for passenger vehicles.
- Road Maintenance Level (ML 4) – roads are managed and maintained for a moderate degree of user comfort. These roads are generally surfaced with rock and are suitable for passenger vehicles.
- Road Maintenance Level (ML3) – roads are managed and maintained for a moderate degree of user comfort. These roads are native surface roads and are suitable for passenger vehicles.
- Road Maintenance Level 2 (ML2) – roads are managed and maintained for use by high-clearance vehicles; passenger car traffic is not a consideration.
- Road Maintenance Level 1 (ML1) – roads that are closed to vehicular traffic intermittently for periods that exceed 1 year.
- Unclassified Roads – No Maintenance Level – These are roads that are not currently included in the Forest transportation data base but have been identified on maps or have been used historically for intermittent access. The roads have not typically been maintained by the Forest Service and are either revegetated or a low standard two track travelway. The origins of these unclassified roads include: they existed when the Forest Service acquired the land and have not been put on the transportation system, may have served as temporary access for timber management or been created by off-road recreation use. Since the Forest Plan has been signed many of these roads have been evaluated in project level analysis and site specific decisions have been made to either add them to the system where necessary or remove them from maps and ensure they are properly decommissioned on the ground.

Currently the White Mountain National Forest has approximately 800 miles of roads. This TAP reviewed and analyzed the ML1 through ML5 roads and known unclassified roads (Table 3). These roads are shown in Appendix A.

Maintenance Level	Miles of Road	Percent Miles
0 – Unclassified	196	26
1 – Basic Custodial Care	291	38
2 – High Clearance Vehicles	143	19
3 – Suitable For Passenger Vehicles	122	16
4 – Moderate Degree of User Comfort	19	>1
5 – High Degree of User Comfort	11	>1
Total:	782	-

Table 3. Summary of miles by Maintenance Level type for the analysis area.

Existing Motorized and Non-Motorized Uses

The current transportation system in the White Mountain National Forest has evolved over time, with many roads and trails beginning as carriage roads or foot paths. User-created trails began to appear in numbers during the early 1900s as automobile touring and camping became a national pastime. Many roads in the White Mountain National Forest were built primarily for vegetation management access between the 1920s and 1980s. Roads which were constructed for the sole purpose of vegetation management were sometimes considered temporary roads, which would be unneeded after use. As the use of roads expanded and modes of travel changed, higher standard roads were designed for multiple uses, including public access.

Today, roads open to use (mostly ML 2-5) are used for National Forest management and public access. The public need consists of access to seasonal or year-round homes, commuting, access to recreational sites and some commercial traffic. Closed roads (most ML 1 and some unclassified roads) are used for non-motorized recreation, such as hiking and mountain biking. In the future, they may be reopened temporarily to enable Forest Service management, such as timber harvest or fire suppression.

Current Resources to Maintain and Operate the Forest Transportation System

Work to keep the Forest’s transportation system in a safe, sustainable condition is accomplished by Forest personnel, contractors, timber sale purchasers, and partners using several sources of funding. This section provides a brief description of the various funding sources that contribute to forest road maintenance and provides available details on Forest Service funds.

The WMNF receives funding annually for the operation and maintenance of forest roads (Construction and Maintenance of Roads, CMRD funds). This funding averaged \$760,000 per year in fiscal years 2007-2010. In the last five years (2011-2015) this funding declined as a result of federal budgets constraints, averaging slightly less than \$500,000 annually (Figure 1).

Timber sales that use forest roads require the purchasers to ensure those roads are safe and sustainable during and after the sale. As a result, timber sale purchasers and their contractors regularly conduct road maintenance and reconstruction activities on forest roads. A majority of work on ML 1 and ML 2 roads is accomplished through timber sales. In addition, Knutson-Vandenberg (KV) funds collected through timber

sales also provide funding for some road-related activities. The amount and value of road work conducted through timber sales is variable from year to year based on logging activity, so is not described in detail in this analysis.

In recent years, the WMNF has received additional funding to invest in our road system from a competitive legacy roads and trails fund code (CMLG), emergency federal road funds (ERFO), Federal Lands Transportation Program (FLTP) and a competitive initiative from the Chiefs of the FS and NRCS (Two Chiefs) (Figure 1). Approximately \$3 million was provided to repair damage caused by Tropical Storm Irene & Hurricane Sandy or to relocate or decommission roads that were not appropriate to repair. Another \$2.75 million was allocated to reconstruct 2.25 miles of high-use road on which the pavement was failing.

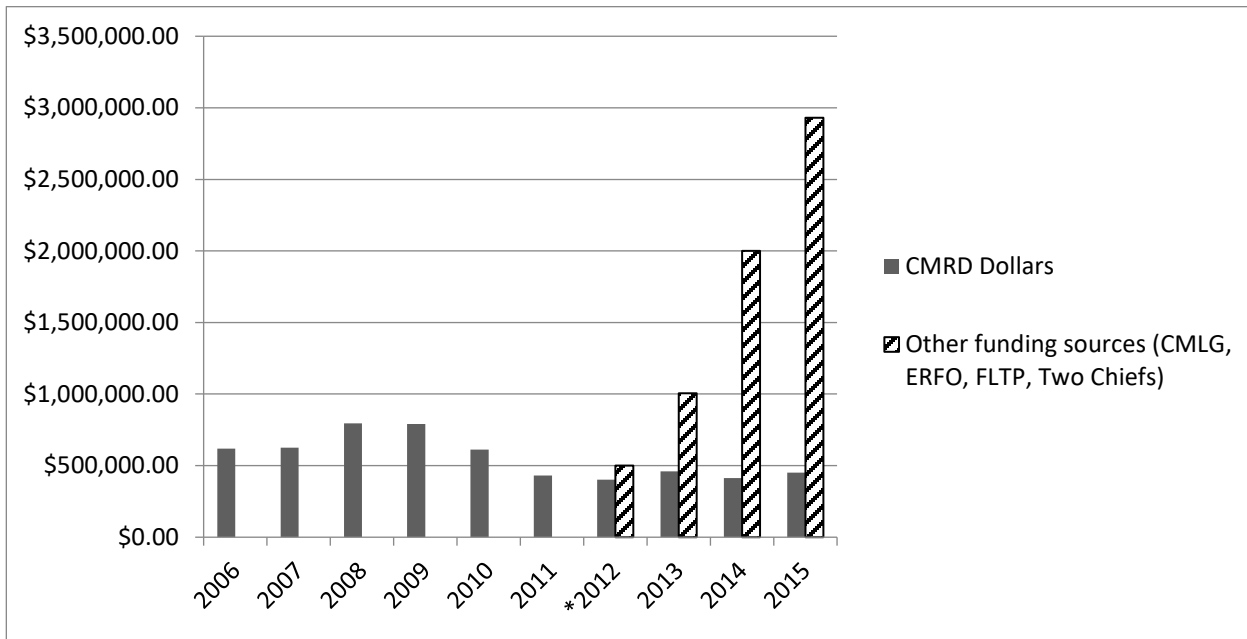


Figure 1. Construction and Maintenance (CMRD) Dollars are the Forest primary source of funding for road maintenance * In 2012 Tropical Storm Irene severely impacted our road system.

To compare the need for road maintenance with funds obtained the WMNF calculated average road maintenance costs to estimate the total annual cost. (See Appendix D) These costs were derived by identifying road maintenance work items and frequencies appropriate for each maintenance level. These costs are intended to reflect the actual cost of maintaining a road to its designated standard and may not reflect common practices carried out within budget constraints. The estimated funding needed to maintain roads to standard across the Forest is approximately \$850,000 annually. The WMNF currently receives approximately 53 percent of the funds needed to maintain the road system to standard. This includes resurfacing all surfaced roads (gravel and asphalt), replacing all culverts that are past their useful lives, brushing all roads to the edges of the clearing limits, ensuring all surface drainage is appropriately installed, felling hazard trees, and having all regulatory and warning signs replaced within their life cycle. Because the WMNF has not received adequate road maintenance funds in recent years, it has had to prioritize work. Currently, road maintenance funds are prioritized for roads open to public travel that access administrative sites and high use recreation sites. The primary maintenance items are regulatory and warning signage, surface blading, and roadside brushing.

The figures below provide a comparison summary of the number of forest roads that received some type of maintenance (e.g., surface blading, road side brushing, hazard tree removal, and sign maintenance); of the passenger car miles (Figure 2); and the non-passenger car miles (Figure 3), versus the number of miles needed to maintain all roads to FS prescribed standard over the previous 10 years. Standard maintenance is completed on a schedule (See Appendix D), for level 3-5 roads, some yearly work is required like grading. These graphs depict the percentage of work completed with 100% being the number of miles required to keep up with the maintenance schedule.

This data comes from accomplishment reports which can portray a skewed look at road maintenance. One mile of maintenance is considered completed if it was graded - one mile is also considered complete if it was graded, mowed, and had a culvert replaced.

In the last 5 years we have fully reported accomplishments from other resource areas, such as timber sales and partners, (road agreements with local towns). Prior to 2010 these accomplishments were under reported as road maintenance targets were obtainable with CMRD dollars.

In total we have 156 miles of level 3-5 roads which require yearly maintenance. * In 2014 additional Timber funds were used to hire an expanded seasonal road crew.

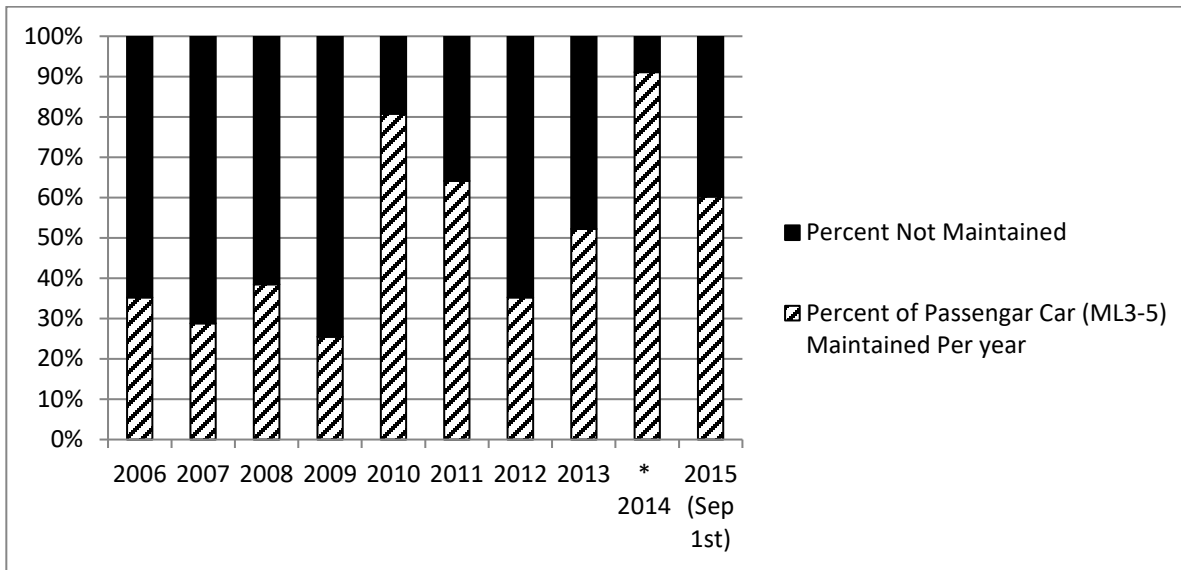


Figure 2. Percent of ML3 – 5 roads maintained vs not maintained on the forest per year where miles maintained are roads receiving some maintenance not necessarily completed to standard.

In total we have 150 miles of level 2 roads which require maintenance every 3 years. * In 2014 additional Timber funds were used to hire an expanded seasonal road crew.

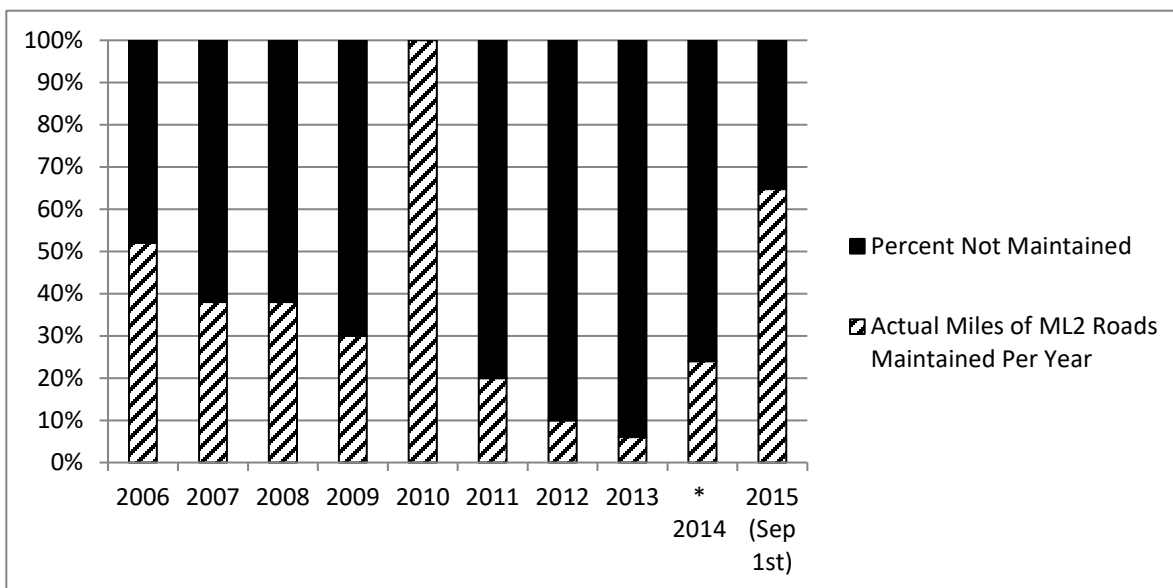


Figure 3. Actual miles of ML2 roads maintained vs not maintained on the forest per year where miles maintained, are roads receiving some maintenance not necessarily completed to standard.

Step 3: Identifying Issues

Purposes

The purposes of this step are to:

- Identify public concerns related to travel management.
- Identify primary management concerns related to travel management.
- Identify primary legal constraints on travel management.
- Identify amount of resources and skills available to conduct the analysis.
- Identify data needed to analyze the key issues and whether the data are available or must be obtained.

A landscape-scale travel analysis designed to evaluate whether roads are likely to be needed in the future cannot address all concerns associated with forest roads. Some concerns are very site specific (e.g., use by local residents). Others are more universal but may not affect a recommendation on whether a road is needed in the future (e.g., presence of invasive plants). These types of concerns are best addressed at the project level where site-specific options can be identified.

For this travel analysis, all concerns were considered in order to acknowledge the many resources affected by the Forest's road system. Concerns were identified by the public, our risk/benefit analysis (discussed in Step 4), experienced agency staff, agency policy, and past travel management decisions. They are summarized briefly below. From these concerns we identified issues related to the Forest's road system that might influence the recommendations for which roads are likely to be needed in the future. Those are discussed in the "Key Issues" section below.

Public Concerns Related to Travel Management

Our public outreach extended to our local communities and partners and reached those further away via our website and virtual communications. Our shared intent was to study the risks and benefits for visitors and the environment associated with the forest road system. We asked the public, which roads were important to them and why, do they agree with the methodology of our analysis, and do they have ideas on how we could better maintain our road system at a reduced cost.

One recurring concern from the public was the effect of the road system on a variety of recreation activities on the Forest. Recreation access is a priority for the WMNF to assure both public and permitted uses are adequately served by the road system. In general the following concerns were heard: (For specific comments and response see Appendix C.)

- Some members of the public would like to see the same or more access for motorized recreation or vehicle access to recreation sites, and hunting grounds.
- Some members of the public would like to see less motorized access to allow for uninterrupted "quiet" recreation such as hiking or bicycling.
- Some members of the public would like to see a decrease in the amount of roads and a stronger preservation of a natural environment.
- Some members of the public would like to see roads that are coincident with over snow trails kept on the system at existing maintenance levels. There is concern among users that closure of roads would weaken the over snow network, and conversion to trails would burden the clubs with increased maintenance.

General Management Concerns Related to Travel Management

Motor vehicle use on the White Mountain National Forest has increased in recent years as local and out of area visitor use increased. Increased use has increased the maintenance needs for all road Maintenance Levels (ML). As maintenance costs have increased, allocated maintenance funds have remained static or been reduced significantly. This causes a disproportionate shift of maintenance funds to the ML 3-5 roads. The increased use coupled with the decreased funds increases the risk with degrading soil, water, vegetation, and wildlife habitat conditions. These general concerns come from resource specialists who have experience in project scale analyses.

Examples of general resource concerns include:

- Impacts to heritage or cultural resources from adjacent motorized use
- Altered function of stream channels and floodplains at road crossings. Improper sizing and alignment of crossing structures can cause crossing to fail during high flows or when blocked by excess material possibly impairing the integrity of the stream channel and road.
- Impact to soils: Timing of road use to minimize erosion and rutting. Failure to maintain proper Best Management Practices and drainage control to minimize erosion. Areas of high slope stability risks along cut and fill roads in close proximity to streams
- Illegal off-road vehicle use

Example of general management benefits include:

- Access for forest management including, developed/dispersed recreation, forestry, wildlife (habitat improvement), research (university and agency scientists)
- Access to private land and special use permits
- Emergency response, public safety & wildland fire

Legal Constraints Related to Travel Management

Law and regulation can direct road management and location. Some of the mandatory considerations on the WMNF include sensitive resources, like endangered species or cultural sites. Designated areas under the forest plan such as wilderness are closed to motor vehicle use and prohibit roads. Reasonable access to private property surrounded by federal land is allowed under the Alaska National Interest Lands Conservation Act.

Available Resources and Skills

The White Mountain uses two primary tools to maintain data about the existing forest roads. One tool is a geographic information system (GIS), which is a geospatial data system. In addition to providing spatial data on roads, this system stores spatial data on other resources across the forest, including recreation, wildlife, water resources, archeology, vegetation, etc.. The second tool is the infrastructure database (I-web) that contains geo-referenced road-specific infrastructure data (i.e., engineering data). This analysis utilized existing information in these two data systems to evaluate road segments.

Additionally the White Mountain National Forest Staff combined has an expert knowledge of the road system, history, strengths, and vulnerabilities.

Key Issues

The key issues were identified through past public involvement and comments that addressed the White Mountain National Forest transportation system as well as from input from Forest Service personnel. The following road-related issues were identified:

- **Insufficient resources for both field maintenance and data management of the existing road system.**
 - Inadequate maintenance reduces access for National Forest users and management. Funding for road maintenance is not adequate to maintain the entire existing transportation system and perform appropriate monitoring. See Appendix D for more information on Road Maintenance Costs.
- **Need for access to private lands for landowners.**
 - Many of the private lands on the White Mountain National Forest are currently accessed by transportation system roads.
- **Roads have effects on Watershed Conditions.**
 - Erosion and sediment from improperly maintained roads reduces watershed conditions and introduces sediment into streams.
- **Roads provide access to the public for recreational purposes.**
 - Forest roads access developed recreation sites, and are used for a variety of recreational purposes such as camping, hunting, fishing, hiking, mountain biking, snowmobiling, etc.
- **Access for general forest administration.**
 - Access to the forest is needed by the agency for general forest management reasons such as vegetation and habitat management and forest monitoring.

Data Needs

The analysis was completed using the best existing data; through our process we identified several datasets that were incomplete or not current. As a result the appropriate staff was notified when possible updates or corrections were made. Two Risk/Benefit questions were skipped due to insufficient data. These data needs will help to inform future project level analysis of deficiencies. At that time, the need will be re-evaluated and resolved. A focused effort to update this data is planned for 2016.

Updates to INFRA & associated spatial data.

Our roads dataset has not been updated since 2011 due to a decrease in staffing. Accurate road data is critical to ensuring adequate access for the public and Forest management and to identifying areas of potential resource concern.

Updates to Easement Data.

Easement data or the geospatial information on our legal access over roads not completely within the boundary of the WMNF was populated into the agency's automated lands program in the early 1990's. This analysis revealed some of that data to be inaccurate and incomplete. In addition, there have been limited updates from project level analysis information or newly acquired tracts. As a result we were not able to complete the benefit question "Does the road provide access to private or non-Forest Service lands?" Updating and correcting this information Forest-wide would be a costly undertaking requiring extensive legal research. This research will be completed for project level transportation analyses.

Updates to trails data.

Some snowmobile, hiking, cross country skiing and mountain biking trails follow roads for some portion of the trail. The spatial data for these trails was not created at the same time, nor with the same methods as the roads data. As a result, the polylines for trails and roads are not exactly the same, even when they exist in the same location on the ground. This added complexity when answering the resource question about coincident roads and trails, and results were double checked by hand. The trails data is currently being reviewed and updated and this shouldn't be a problem for future projects.

Updates to resource data.

The WMNF has good data for cultural resources, invasive and TES plants and aquatic passage, however, every possible location on the almost 800,000 acres of the WMNF has not been surveyed. We acknowledge there are gaps in our data and we are systematically and consistently surveying the WMNF by focusing on project area by project area. This is one reason the TAP recommendations are just that: recommendations and final decisions will be made on the project level. When a NEPA decision on a road is made in the future, the area will have been surveyed for cultural resources, invasive and TES plants and aquatic passage.

Step 4: Assessing Benefits, Problems and Risks

Purposes

The purposes of Step 4 are to:

- Describe the analysis process.
- Describe the criteria used in the risk and benefit analysis process.
- Describe the scoring and rating of existing motorized routes.
- Summarize the risk and benefit of existing motorized routes.
- Identify opportunities.

The Analysis Process

The TAPTOOL and ArcGIS network analysis tools were used to help determine the likelihood of an environmental risk or the benefit to land managers or public for a given road. This provided a rapid assessment of possible risks and benefits for each road segment. This data was reviewed for correctness by Forest resource specialists.

Road-by-road recommendations for 'likely needed' or 'not likely needed' were made by weighing the resulting risk/benefit information budgetary considerations, and on-the-ground field and management expertise from the respective district staffs.

Criteria Used in the Risk and Benefit Analysis Process

Roads provide access for many uses. They also provide the infrastructure to facilitate winter motorized recreation and other mission-critical work (such as, watershed restoration and vegetation management). However, their presence has possible negative effects on the natural and cultural resources. The following questions for risks and benefits were used to focus on the most important resource issues for managing the forest transportation system.

The "benefit" questions that were identified by the team and answered for each road segment include:

- Does the road provide access to private or non-Forest Service lands?
- Does the road access a Forest Service administrative or developed recreation site or trail segment?
- Is the road the access to areas or sites under a Special Use Permit?

- Does the road provide access to or within a unique fuel/fire hazard situation?
- Is the road planned or part of an existing fuel break or control line for prescribed burning?
- Does this road provide access to a water source?
- Does the road contribute to fulfillment of agency responsibilities under Section 110 of the National Historic Preservation Act (NHPA)?
- Is the road needed to access a recognized dispersed recreation opportunity?
- Is the road necessary to access a Congressionally-designated area (e.g., Wilderness Area, Wild & Scenic River, Experimental Forests, National Historic and Scenic Trail (NHST), National Recreation Areas, etc.)
- Does the road act as a concurrent motorized and/or non-motorized trail?
- Does the road provide access for future silvicultural or restoration treatments on suitable lands?
- Does the road further contribute to the Forest Plan's stated desired condition and associated ROS?
- Does the road allow access for university and agency scientists to conduct on-going short- and long-term research related to silviculture, forest health and climate change at Long Term Ecological Research Sites, Experimental Forests, and Research Natural Areas?

The "risk" questions that were identified by the team and answered for each road segment include:

- Is the road's Operational Maintenance Level different from its Objective Maintenance Level?
- Does the road segment have non-native plant populations found within 100 feet?
- Does the road segment occur within 100 feet of an inventoried invasive species infestation (see IS1) and is within one mile of an ecologically significant area such as designated wilderness, research natural areas, experimental forests, and known TES and rare plant communities?
- Does the road facilitate the introduction and spread of aquatic invasive species?
- What percentage of the land within 100 feet of the road has been inventoried for heritage resources?
- Are National Register listed, eligible or unevaluated cultural resources located within 100 feet of the road?
- Does road density in the area of evaluation exceed a forest plan standard, wildlife species conservation standard or any obligatory standard/threshold?
- What percentage of the road adversely affects the use and integrity of Proposed, Threatened and Endangered (PTE) species designated habitats or habitat components that are important to the species conservation (e.g., identified by Forest Plans, supported by analysis and/or defined in a Habitat Conservation Plans or Strategy)?
- How does the road affect the use of known wildlife travel corridor(s) (e.g., riparian areas, ridges, valley floors, interior habitat, specific and repeated travel path) during critical movement periods?
- Does the road detract from the value of a congressionally-designated recreation site or area e.g., scenic, historic, natural, or cultural values that led to designation of the site?
- Do streams, lakes, and reservoirs fall within 100 feet of the road or road segments?

- Does the road contribute to the impairment of a state listed 303(d) impaired stream, lake, reservoir, or other water body? (Road is within 100 feet of the designated impaired stream segment.)
- Does the road have a crossing that is characterized as barriers to aquatic passage (fragmentation) along rivers and streams and between lakes and reservoirs?
- Does the road cross potential landslide paths or unstable (slippage) soil types?
- Does the road cross somewhat poorly, poorly, or very poorly drained soils?
- Does the road cross soils with severe erosion potential?

Scoring and Rating

All roads were individually scored on their Risk and Benefit factors. Scores ranged from 5 points (high) to zero point (low- no affect). Greater point values coincide with greater benefit or risk levels, and points were reduced where impacts or use were not primary or direct.

Summary of Risk and Benefits of Existing Motorized Routes

Results of the risk and benefit questions were grouped into categories (low, moderate, high) based on relative ratings equated using a straight average. The WMNF is a complex, diverse landscape and a more detailed analysis including weighting of individual risks and benefits for each road or road segment is needed prior to a final decision. That level of detail is currently done for individual project areas. The risk/benefit information here was used as a guide as we continued to evaluate the road network (Table 4 and Table 5). While highlighting high areas of risk or benefit was useful in discussion, averaging of this nature was skewed as longer road segments were far more likely to encounter risks/benefits. For example if a road segment was several miles in length it was much more likely to pass over water, or through sensitive species, or access multiple benefits compared to a short segment. Similarly some roads only had one risk or benefit identified but it may be an imminent risk or particularly important benefit (e.g., access to a high use campground) so that a low rating also may be deceptive. Discussions among the interdisciplinary team and others on the Forest with knowledge of the road system enabled us to evaluate the importance of risks and benefits on each road before recommending whether changes are likely needed.

Risk Class	Miles of Road	Percent of Miles
Low Risk	183	23
Moderate Risk	358	46
High Risk	241	31

Table 4. Miles by risk classes. The level of risk class for each road on the WMNF was assessed using a science based analysis and 26 resource based questions.

Benefit Class	Miles of Road	Percent of Miles
Low Benefit	306	39
Moderate Benefit	296	38
High Benefit	180	23

Table 5. Miles by benefit classes. The level of benefit for each road on the WMNF was assessed using a science based analysis and 26 resource based questions.

Review of High Risk Roads

Through the TAP, some high risk roads have been recommended as likely needed for future use. The rationale for this recommendation is listed in the comments column of Appendix A. Future project level decisions will evaluate in detail the level of risk or concern and, if the road is still deemed needed, identify any appropriate mitigation measures. General guidelines for mitigating some road related resource risks include:

- Construct an appropriately sized road and roadside ditches
- Relocate portions of the road that fall in high risk areas
- Provide vegetated buffer zones (e.g., along stream sides) adjacent to roads to reduce stream sedimentation and pollution, increase infiltration, slow surface water flow, and maintain microclimates and wildlife
- Prepare for climate change (e.g., wetter, and warmer winters) by maintaining or rehabilitating roads to minimize sedimentation
- Give extensive thought and detailed planning to road routes, road design, drainage, and road-stream crossings
- Relocate or realign roads to improve degraded wetland and riparian areas
- Use appropriate construction, upgrading, and maintenance methods to manage drainage and minimize erosion and sedimentation
- In wet areas, install permeable fill or geotextile fabric under the road surface along with a multiple culverts to maintain subsurface water flow
- Construct lead-out ditches and rock aprons to disperse water-flow energy and reduce erosion
- Improve the engineering of existing roads to reduce soil slippage and maintain slopes
- After road construction, seed, mulch, terrace, or combine treatments to control erosion
- In disturbed areas plant native plants to help control invasive alien plants
- Install appropriate aquatic-stream crossings to improve organism passage and access to up-stream habitat

Identify Opportunities for Roads

The TAP Core team met with personnel at each Ranger District to review the road system utilizing the risk/benefit analysis with the objective of identifying opportunities for roads. In keeping with the scale and scope of this Forest-wide TAP, the opportunities considered were broad. The goal was to recommend whether each road is likely needed in the future or likely not needed.

Opportunities or options for changes to the road system that were considered included:

- Change jurisdiction to match current legal jurisdiction, or recommend future changes, such as an easement to a town.
- Change maintenance level, - road maintenance levels can be altered, which would alter the service type/schedule of a road. A reduced maintenance level would be appropriate for a road that receives little use, or to match the management objective. An increased maintenance level would be appropriate for a road that gets more use than indicated by its existing maintenance level and may need a higher level or more frequent maintenance to maintain safety and resource protection. Reduction of maintenance level is a practical strategy for reducing overall road maintenance costs, particularly for ML 3, 4 and 5 roads.

- Close or decommission, road – For some roads this would only involve changing the status in a database because the road is stable and revegetating naturally. Other roads removed from the system may need some level of work to return the area to its natural state, such as removing culverts, revegetating, re-contouring, or decompacting.
- Convert to trail or other use.
- Classify/remove existing unclassified road.

Step 5: Describing Opportunities and Priorities

Purpose

The purpose of this step is to:

- Compare existing motor vehicle use with desired conditions and describe options for modifying the size of the forest transportation system that would achieve desired conditions.
- Identify management opportunities and priorities and formulate proposals for changes to the size of the forest transportation system that respond to the issues, risks, and benefits identified previously in Step 4.

Desired Conditions for the future Transportation System

Access needs are anticipated to change over time, requiring either more or less road access on a fluctuating basis. Changes may be driven by public demand, agency budget, Forest Plan revision (and resulting changes to management areas and timber suitability), and adaptation to climate change. Adaptation in vegetation management and timber production, watershed management, recreation use, or fire suppression could drive a need for expanded road access. Restoration projects intended to move existing high-risk/high-benefit roads to lower impact locations would require some new road construction. The exact amount of new road, its location, and the environmental effects associated with each new road would be analyzed at the project level.

The desired road system is the minimum system necessary to meet immediate and projected long-term resource management and public needs. The desired condition is a system that is safe, maintainable, affordable, and has minimal ecological impacts. Portions of existing roads may need periodic reconstruction, restoration, or pre-haul maintenance to provide access for resource management purposes. The current Forest Plan and Forest Service handbook provide general direction for transportation system management.

All existing roads and motorized trails have been reviewed in this analysis to determine their present and future need. All unauthorized roads have been reviewed and recommendations to their classification will be part of this analysis.

Actions that Respond to the Issues

The following section describes some of the strategies that may be considered in projects and situations where the issues (see Step 3 above) occur. The scale at which these actions may be implemented is dependent on the site and the compatibility of the action with the overall management focus of the surrounding area. The list below is intended to provide options that project leaders and decision-makers may consider when implementing changes to the size of the transportation system.

Issue 1: Insufficient resources for maintenance of the existing transportation system

1. Action: Reduce the number of road miles that need to be maintained or reduce the maintenance level to reduce maintenance costs.

Reducing maintenance on developed roads (ML 3, 4 and 5) would allow the greatest reduction in road system costs. However, it would likely reduce the areas accessible by certain vehicle types. Maintenance level 3, 4 and 5 roads are far more expensive to maintain (See Appendix D). The most efficient way to reduce maintenance costs of the road system would be for the Forest to reduce the mileage of paved roads it maintains. This would more efficiently reduce maintenance costs because

paved roads are close to four times more expensive to maintain than unpaved roads of similar width. Elimination of paved roads will decrease road user comfort, and road travel speed. This may negatively affect recreation especially those traveling with larger recreational vehicles or in compact cars.

Closing low-development roads on the Forest (Maintenance Level 1-2) would have relatively little effect on the economic sustainability of the road system but may have a significant impact on our management access and recreation. Because maintenance costs of these roads are low, even if the Forest removed all of these roads from the Transportation System, maintenance costs would still be calculated as more than the annual road maintenance budget. Furthermore, a major reduction in maintenance level for 1&2 roads would reduce access to the point that management needs of Forest would not be met. Nearly all level 1&2 roads are used for management activities such as timber harvest, habitat improvement, and prescribed burning. However the minimum road system to balance economic, access, and natural resource protection needs is likely to be smaller than exists today.

2. Action: Leverage funds/efforts to increase maintenance capabilities. Continue to seek opportunities within the Forest, with other Forests, with towns, partners, and private individuals to increase the amount of maintenance accomplished through cooperative efforts. For trails there are opportunities to work with volunteers to maintain them.
3. Action: Prioritize roads that are good candidates for transfer of jurisdiction to town or private individuals, which reduces the number of road miles requiring maintenance with NFS funds. NFS roads that provide access to private inholdings would be good candidates to transfer to another jurisdiction.
4. Action: Implement recommendations based on this Forest wide Travel Analysis, which in total reduces the road maintenance cost (Table 6), mileage, and number of roads by:

District	Cost Savings
Androscoggin	\$59,000
Pemigewasset	\$59,000
Saco	\$41,000
Total	159,000 or 15.7% budget reduction

Table 6. Cost savings based on “to standard” total forest maintenance cost.

Issue 2: Need for access to private lands for landowners and other public lands

1. Action: Maximize cooperation from landowners by proposing to issue a reciprocal easement.
2. Action: Transfer road jurisdiction to the individual or if multiple owners to the town or road association.
3. Action: Enter into a special use agreement with the landowner, stipulating that the permittee has maintenance responsibilities.

Issue 3: Roads have effects on Watershed Conditions.

1. Action: Implement existing guidelines for mitigating road risks to reduce soil and drainage impacts from roads.
2. Action: Provide information and education about motor vehicle regulations and responsible use of motorized vehicles on the National Forest. Install information boards at area trailheads, recreation sites, and parking areas.
3. Action: Install route numbers on all system roads at junctions with system and unauthorized routes to assist users with compliance of motor vehicle use regulations.
4. Action: Maintain road grading and mowing to minimize potential runoff and sedimentation.

Issue 4: Roads provide access to the public for recreational purposes

1. Action: Evaluate dual use roads/trails carefully at project level decisions. Reducing the miles of roads that need to be maintained by converting roads into trails would effectively increase trail maintenance costs and is not a recommended action solely to address this issue. Trail managers are concerned that this treatment simply shifts the cost from one program to another. Others feel it shifts the cost burden to the users, in either case, both roads and trails programs are underfunded to maintain the respective systems to standard. Project level decisions on whether to close or reduce the maintenance level on routes that are a road and snowmobile trail need to look at site-specific conditions such as structures (culverts, bridges, etc.), resource concerns, and use levels to determine the appropriate road status.
2. Action: Maintain access to recreation sites that are provided by the Forest Service for public use.
3. Action: Maintain and update the Motor Vehicle Use Map and educate the public on its use.
4. Action: Maintain road signage in accordance with handbook direction.

Issue 5: Roads provide access for general forest management.

1. Action: Focus maintenance funds on the high priority roads identified in Step 4 of this analysis to provide long-term service on the roads that are needed the most for public use.
2. Action: During the NEPA process for management activities, consider decommissioning ML1 and open roads in the project area where a reduced maintenance cost would be realized and the road is not needed for proposed management.
3. Action: Maintain and update the Motor Vehicle Use Map as roads are closed or open to administrative use only.

Step 6: Reporting

Purpose

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

Key Findings of the Analysis

See Appendix A for a list and map of Likely needed and Likely not needed Roads summarized in Table 7 and Table 8:

Maintenance Level	Miles Pre -Travel Analysis	Miles Post -Travel Analysis	Miles Proposed Change
0 – Unclassified	196	0	-196
1 – Basic Custodial Care	291	386	95
2 – High Clearance Vehicles	143	120	-23
3 – Suitable For Passenger Vehicles	122	115	-7
4 – Moderate Degree of User Comfort	19	26	7
5 – High Degree of User Comfort	11	1	-10
-	Total: 782	Total: 648	Total: -134

Table 7. Miles of road by Maintenance Level (ML) showing the minimum road system proposed through the travel analysis process.

The “Miles Proposed Change” numbers reflect miles dropped from the system, miles moved from or to another ML and former unclassified roads newly designated as ML roads. For example, the increase in road mileage for ML 4 reflects a number of ML 5 roads that were proposed as ML 4. The increase in ML 1 roads reflects a number of unclassified roads that are proposed to become ML 1 as well as ML roads dropped from the system and moved from or to another ML. See table 4 for more information on unclassified roads and table 5 for more on roads likely not needed. The future road system includes a 6% reduction in system miles from the current WMNF road system. The 6% figure does not include unclassified roads

Maintenance Level	Roads Likely Not Needed
0 – Unclassified	90
1 – Basic Custodial Care	38
2 – High Clearance Vehicles	4
3 – Suitable For Passenger Vehicles	1
4 – Moderate Degree of User Comfort	1
5 – High Degree of User Comfort	0
-	Total: 134

Table 8. Roads likely not needed in the future minimum road system. This table shows roads proposed to be completely dropped from the WMNF road system, including 90 miles of unclassified roads.

Rationale for the increase in NFSR mileage

With the addition of 106 miles of unclassified road (Descriptions of System and unclassified roads can be found in Step 2 “Road Maintenance Levels”), the TAR recommends an overall increase in system miles (ML 1-5). The WMNF chose to include unclassified roads because incorporation of these roads provides continuity with stated Forest Plan direction, analysis, and the project level approach to-date (Step 2 Sections A & D). These 106 miles are likely needed to meet Forest Plan Goals and Objectives; specific rationale is listed for each road in Travel Analysis Report Appendix A

In summarizing the rationale we find as with many of our ML 1 roads, currently unclassified roads are likely needed for:

- Access for long-term forestry and wildlife management (+/- 97mi)
- Access to public recreation including hiking and snowmobile trails (+/- 5mi)
- Access to maintain wildlife openings (+/- 2mi)
- Access for private uses including ski area water systems, pipelines, powerlines, dams, and private land (+/- 2mi)

The vast majority of unclassified roads identified as likely needed were recommended to be added to the system as ML1 roads. (+/- 103mi) The cost associated with adding these ML 1 roads is estimated at \$35,000/year.

Appendix A

Table showing roads likely needed or likely not needed & rationale

Road ID #	Road Name	Maintenance Level	Mile	Risk/Benefit Matrix	District	TAP Recommendation	Comments/Rationale
57	BIRCH AVE	1 - BASIC CUSTODIAL CARE (CLOSED)	0.90	High Risk/High Benefit	Andro	likely not needed	No access; part of Albany South project
201	LITTLE WILDCAT MOUNTAIN	1 - BASIC CUSTODIAL CARE (CLOSED)	0.72	Moderate Risk/Low Benefit	Andro	likely not needed	not needed for ski area
241	SWITCHBACK	1 - BASIC CUSTODIAL CARE (CLOSED)	0.24	Moderate Risk/Low Benefit	Andro	likely not needed	may result in 0.5 mile skid
330	MORRISON BROOK	1 - BASIC CUSTODIAL CARE (CLOSED)	0.08	Low Risk/Low Benefit	Andro	likely not needed	-
331	DEW decommission BROOK EAST	1 - BASIC CUSTODIAL CARE (CLOSED)	0.20	Moderate Risk/Low Benefit	Andro	likely not needed	could use as driveway (short non-system spur) to access landing if needed in future
332	DEW decommission BROOK WEST	1 - BASIC CUSTODIAL CARE (CLOSED)	0.18	Moderate Risk/Low Benefit	Andro	likely not needed	could use as driveway (short non-system spur) to access landing if needed in future
711	WHEELER BROOK	1 - BASIC CUSTODIAL CARE (CLOSED)	0.13	Moderate Risk/Moderate Benefit	Andro	likely not needed	-
743	BETHEL ADMIN SITE	4 - MODERATE DEGREE OF USER COMFORT	0.08	Low Risk/Low Benefit	Andro	likely not needed	we plan to sell this admin site
751	MORRISON BROOK TS SPUR	1 - BASIC CUSTODIAL CARE (CLOSED)	0.06	Low Risk/Low Benefit	Andro	likely not needed	could use as driveway (short non-system spur) as needed
756	BENNETT SCHOOL	1 - BASIC CUSTODIAL CARE (CLOSED)	0.42	Moderate Risk/Moderate Benefit	Andro	likely not needed	has been decommissioned
2003	UNAUTHORIZED INVENTORY: 2003	0	0.23	Low Risk/Moderate Benefit	Andro	likely not needed	-
2005	UNAUTHORIZED INVENTORY: 2005	0	0.05	Low Risk/Low Benefit	Andro	likely not needed	could use as driveway (short non-system spur) to access landing if needed in future
2006	UNAUTHORIZED INVENTORY: 2006	0	0.18	Low Risk/Low Benefit	Andro	likely not needed	All MA 2.1 land this road accesses is in RACR roadless; no other benefits that would compel retention as a road
2007	UNAUTHORIZED INVENTORY: 2007	0	0.11	Low Risk/Low Benefit	Andro	likely not needed	All MA 2.1 land this road accesses is in RACR roadless; no other benefits that would compel retention as a road

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Road ID #	Road Name	Maintenance Level	Mile	Risk/Benefit Matrix	District	TAP Recommendation	Comments/Rationale
2014	BENNETT SCHOOL SPUR	1 - BASIC CUSTODIAL CARE (CLOSED)	0.23	Moderate Risk/Low Benefit	Andro	likely not needed	-
2032	UNAUTHORIZED INVENTORY: 2032	0	0.37	Low Risk/Low Benefit	Andro	likely not needed	skid instead
2034	UNAUTHORIZED INVENTORY: 2034	0	0.34	Low Risk/Low Benefit	Andro	likely not needed	
2034	UNAUTHORIZED INVENTORY: 2034	0	0.25	Moderate Risk/Low Benefit	Andro	likely not needed	All MA 2.1 land this road accesses is in RACR roadless; no other benefits that would compel retention as a road
2035	UNAUTHORIZED INVENTORY: 2035	1 - BASIC CUSTODIAL CARE (CLOSED)	0.02	Low Risk/Low Benefit	Andro	likely not needed	All MA 2.1 land this road accesses is in RACR roadless; no other benefits that would compel retention as a road
2035	UNAUTHORIZED INVENTORY: 2035	1 - BASIC CUSTODIAL CARE (CLOSED)	0.12	Moderate Risk/Low Benefit	Andro	likely not needed	All MA 2.1 land this road accesses is in RACR roadless; no other benefits that would compel retention as a road
2036	UNAUTHORIZED INVENTORY: 2036	1 - BASIC CUSTODIAL CARE (CLOSED)	0.05	Low Risk/Moderate Benefit	Andro	likely not needed	could use as driveway (short non-system spur) to access wildlife opening
2202	UNAUTHORIZED INVENTORY: 2202	1 - BASIC CUSTODIAL CARE (CLOSED)	0.14	Low Risk/Low Benefit	Andro	likely not needed	could use as driveway (short non-system spur) to access landing if needed in future
2206	2206	1 - BASIC CUSTODIAL CARE (CLOSED)	0.15	Low Risk/Low Benefit	Andro	likely not needed	changed with Mill Brook decision
2221	UNAUTHORIZED INVENTORY: 2221	0	0.09	Low Risk/Low Benefit	Andro	likely not needed	can have driveway to landing
2222.1	UNAUTHORIZED INVENTORY: 2222.1	1 - BASIC CUSTODIAL CARE (CLOSED)	0.08	Moderate Risk/Low Benefit	Andro	likely not needed	can have driveway if needed
2241	UNAUTHORIZED INVENTORY: 2241	0	0.09	Low Risk/Low Benefit	Andro	likely not needed	could use as driveway as needed
2258.3	UNAUTHORIZED INVENTORY: 2258.3	1 - BASIC CUSTODIAL CARE (CLOSED)	0.01	Low Risk/Low Benefit	Andro	likely not needed	-

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Road ID #	Road Name	Maintenance Level	Mile	Risk/Benefit Matrix	District	TAP Recommendation	Comments/Rationale
2261	UNAUTHORIZED INVENTORY: 2261	0	0.17	Low Risk/Low Benefit	Andro	likely not needed	All MA 2.1 land this road accesses is in RACR roadless; no other benefits that would compel retention as a road
2266.1	UNAUTHORIZED INVENTORY: 2266.1	0	0.05	Low Risk/Low Benefit	Andro	likely not needed	-
2270	UNAUTHORIZED INVENTORY: 2270	0	0.08	Low Risk/Low Benefit	Andro	likely not needed	could use as driveway (short non-system spur) to access landing if needed in future
2272	UNAUTHORIZED INVENTORY: 2272	0	0.08	Low Risk/Low Benefit	Andro	likely not needed	could use as driveway (short non-system spur) to access landing if needed in future
2273	UNAUTHORIZED INVENTORY: 2273	0	0.07	Low Risk/Low Benefit	Andro	likely not needed	could use as driveway (short non-system spur) to access landing if needed in future
2274	UNAUTHORIZED INVENTORY: 2274	0	0.11	Low Risk/Low Benefit	Andro	likely not needed	dispersed recreation; could use as driveway (short non-system spur) to access landing if needed in future
2275	UNAUTHORIZED INVENTORY: 2275	0	0.09	Low Risk/Low Benefit	Andro	likely not needed	dispersed recreation; could use as driveway (short non-system spur) to access landing if needed in future
2294	UNAUTHORIZED INVENTORY: 2294	0	0.07	Low Risk/Low Benefit	Andro	likely not needed	could use as driveway (short non-system spur) to access landing if needed in future
2299	UNAUTHORIZED INVENTORY: 2299	0	0.64	Low Risk/Low Benefit	Andro	likely not needed	skid instead of maintaining road
2301	UNAUTHORIZED INVENTORY: 2301	0	0.37	Moderate Risk/Low Benefit	Andro	likely not needed	All MA 2.1 land this road accesses is in RACR roadless; no other benefits that would compel retention as a road
2349	UNAUTHORIZED INVENTORY: 2349	0	0.18	Moderate Risk/Low Benefit	Andro	likely not needed	can use 2318 instead
2375.2	UNAUTHORIZED INV: 2375.2	1 - BASIC CUSTODIAL CARE (CLOSED)	0.31	Moderate Risk/Low Benefit	Andro	likely not needed	very steep so unlikely to access for forestry/wildlife and leads to MA 6.2
2378.2	UNAUTHORIZED	0	0.69	Low Risk/Low Benefit	Andro	likely not needed	very steep so unlikely to access for forestry/wildlife

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Road ID #	Road Name	Maintenance Level	Mile	Risk/Benefit Matrix	District	TAP Recommendation	Comments/Rationale
	INVENTORY: 2378.2						
3315.2	3315.2	0	1.12	Moderate Risk/Moderate Benefit	Andro	likely not needed	All MA 2.1 land this road accesses is in RACR roadless; no other benefits that would compel retention as a road
3329	UNAUTHORIZED INVENTORY: 3329	0	0.12	Low Risk/Low Benefit	Andro	likely not needed	decommission proposed as part of Albany South project
3339	UNAUTHORIZED:: 3339	0	0.80	Moderate Risk/Moderate Benefit	Andro	likely not needed	could use as driveway (short non-system spur) to access wildlife opening if needed in future
92006	UNAUTHORIZED INVENTORY: 92006	0	0.40	Moderate Risk/Low Benefit	Andro	likely not needed	All MA 2.1 land this road accesses is in RACR roadless; no other benefits that would compel retention as a road
189A	BOG BROOK CAMP SPUR A	3 - SUITABLE FOR PASSENGER CARS	0.08	Moderate Risk/Low Benefit	Andro	likely not needed	on private land
189B	BOG BROOK CAMP SPUR B	3 - SUITABLE FOR PASSENGER CARS	0.03	Low Risk/Low Benefit	Andro	likely not needed	could use as driveway (short non-system spur) to access landing if needed in future
2378A	UNAUTHORIZED INVENTORY: 2378A	0	1.61	Moderate Risk/Low Benefit	Andro	likely not needed	very steep so unlikely to access for forestry/wildlife
6C	BOG SPUR C	1 - BASIC CUSTODIAL CARE (CLOSED)	0.20	Moderate Risk/Low Benefit	Andro	likely not needed	All MA 2.1 land this road accesses is in RACR roadless; no other benefits that would compel retention as a road
743A	BETHEL ADMIN SITE SPUR A	4 - MODERATE DEGREE OF USER COMFORT	0.13	Moderate Risk/Low Benefit	Andro	likely not needed	we plan to sell this admin site
U-0014	U-0014	1 - BASIC CUSTODIAL CARE (CLOSED)	0.21	Low Risk/Low Benefit	Andro	likely not needed	-
U-0016	UNAUTHORIZED INVENTORY: U-0016	0	0.04	Low Risk/Low Benefit	Andro	likely not needed	could use as driveway (short non-system spur) as needed
U-0017	UNAUTHORIZED INVENTORY: U-0017	0	0.14	Low Risk/Low Benefit	Andro	likely not needed	-

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Road ID #	Road Name	Maintenance Level	Mile	Risk/Benefit Matrix	District	TAP Recommendation	Comments/Rationale
6	BOG BROOK	1 - BASIC CUSTODIAL CARE (CLOSED)	0.68	High Risk/Moderate Benefit	Andro	needed	Access for long-term forestry/wildlife management
6	BOG BROOK	2 - HIGH CLEARANCE VEHICLES	1.55	High Risk/High Benefit	Andro	needed	Access for long-term forestry/wildlife management; change objective ML to ML 2
6	BOG BROOK	2 - HIGH CLEARANCE VEHICLES	0.09	High Risk/High Benefit	Andro	needed	change to ML 1; Access for long-term forestry/wildlife management
6	BOG BROOK	2 - HIGH CLEARANCE VEHICLES	0.04	High Risk/Moderate Benefit	Andro	needed	change to ML 1; Access for long-term forestry/wildlife management
7	PATTE MILL BROOK	3 - SUITABLE FOR PASSENGER CARS	1.57	High Risk/High Benefit	Andro	needed	Access for long-term forestry/wildlife management and recreation
7	PATTE MILL BROOK	3 - SUITABLE FOR PASSENGER CARS	1.69	Moderate Risk/High Benefit	Andro	needed	Access for long-term forestry/wildlife management and recreation
8	LITTLE LARRY	1 - BASIC CUSTODIAL CARE (CLOSED)	0.51	High Risk/High Benefit	Andro	needed	change to ML 3
8	LITTLE LARRY	1 - BASIC CUSTODIAL CARE (CLOSED)	0.29	High Risk/Moderate Benefit	Andro	needed	Access for long-term forestry/wildlife management
8	LITTLE LARRY	3 - SUITABLE FOR PASSENGER CARS	0.16	High Risk/Moderate Benefit	Andro	needed	Access for dispersed camping and trailhead; access for forestry/wildlife management
8	LITTLE LARRY	3 - SUITABLE FOR PASSENGER CARS	0.95	Moderate Risk/Moderate Benefit	Andro	needed	Access for dispersed camping and trailhead; access for forestry/wildlife management
10	MARTINS BROOK EAST	1 - BASIC CUSTODIAL CARE (CLOSED)	1.29	High Risk/Low Benefit	Andro	needed	Access for long-term forestry/wildlife management
10	MARTINS BROOK EAST	1 - BASIC CUSTODIAL CARE (CLOSED)	1.16	Moderate Risk/Low Benefit	Andro	needed	Access for long-term forestry/wildlife management
11	STARK	3 - SUITABLE FOR PASSENGER CARS	0.58	High Risk/High Benefit	Andro	needed	Main access into Mill Brook area; Access for long-term forestry/wildlife management; accesses private camps, wildlife openings, and unknown pond trailhead

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Road ID #	Road Name	Maintenance Level	Mile	Risk/Benefit Matrix	District	TAP Recommendation	Comments/Rationale
11	STARK	3 - SUITABLE FOR PASSENGER CARS	0.01	High Risk/Low Benefit	Andro	needed	Main access into Mill Brook area; Access for long-term forestry/wildlife management; accesses private camps, wildlife openings, and unknown pond trailhead
11	STARK	3 - SUITABLE FOR PASSENGER CARS	1.30	High Risk/Moderate Benefit	Andro	needed	Main access into Mill Brook area; Access for long-term forestry/wildlife management; accesses private camps and unknown pond trailhead
11	STARK	3 - SUITABLE FOR PASSENGER CARS	0.89	High Risk/Moderate Benefit	Andro	needed	Main access into Mill Brook area; Access for long-term forestry/wildlife management; accesses private camps, wildlife openings, and unknown pond trailhead
11	STARK	3 - SUITABLE FOR PASSENGER CARS	1.83	Moderate Risk/High Benefit	Andro	needed	Main access into Mill Brook area; Access for long-term forestry/wildlife management; accesses private camps, wildlife openings, and unknown pond trailhead
12	WILD RIVER	3 - SUITABLE FOR PASSENGER CARS	5.48	High Risk/High Benefit	Andro	needed	Access for recreation and long-term forestry/wildlife management
13	YORK POND	3 - SUITABLE FOR PASSENGER CARS	0.58	High Risk/Moderate Benefit	Andro	needed	Access for part of hatchery, long-term forestry/wildlife management, wildlife openings, and trailheads
13	YORK POND	3 - SUITABLE FOR PASSENGER CARS	0.12	Low Risk/Low Benefit	Andro	needed	Access for part of hatchery, long-term forestry/wildlife management, wildlife openings, and trailheads
13	YORK POND	3 - SUITABLE FOR PASSENGER CARS	0.68	Moderate Risk/Moderate Benefit	Andro	needed	Access for part of hatchery, long-term forestry/wildlife

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Road ID #	Road Name	Maintenance Level	Mile	Risk/Benefit Matrix	District	TAP Recommendation	Comments/Rationale
							management, wildlife openings, and trailheads
13	YORK POND	5 - HIGH DEGREE OF USER COMFORT	3.45	High Risk/High Benefit	Andro	needed	accesses many Forest and public uses, change ML to 4
13	YORK POND	5 - HIGH DEGREE OF USER COMFORT	0.01	Low Risk/Moderate Benefit	Andro	needed	accesses many Forest and public uses, change ML to 4
13	YORK POND	5 - HIGH DEGREE OF USER COMFORT	0.84	Moderate Risk/High Benefit	Andro	needed	accesses many Forest and public uses, change ML to 4
15	BOG DAM	3 - SUITABLE FOR PASSENGER CARS	6.92	High Risk/High Benefit	Andro	needed	accesses many Forest and public uses
15	BOG DAM	3 - SUITABLE FOR PASSENGER CARS	7.20	High Risk/Moderate Benefit	Andro	needed	accesses many Forest and public uses
15	BOG DAM	3 - SUITABLE FOR PASSENGER CARS	0.02	Low Risk/Moderate Benefit	Andro	needed	accesses many Forest and public uses
15	BOG DAM	3 - SUITABLE FOR PASSENGER CARS	0.15	Moderate Risk/High Benefit	Andro	needed	accesses many Forest and public uses
15	BOG DAM	3 - SUITABLE FOR PASSENGER CARS	0.63	Moderate Risk/Moderate Benefit	Andro	needed	accesses many Forest and public uses
18	CROCKER POND	3 - SUITABLE FOR PASSENGER CARS	0.59	High Risk/High Benefit	Andro	needed	access for recreation and long-term forestry/wildlife management; confirmed in 4 ponds decision
18	CROCKER POND	3 - SUITABLE FOR PASSENGER CARS	0.78	Moderate Risk/High Benefit	Andro	needed	access for recreation and long-term forestry/wildlife management; confirmed in 4 ponds decision
18	CROCKER POND	3 - SUITABLE FOR PASSENGER CARS	0.12	Moderate Risk/Moderate Benefit	Andro	needed	access for recreation and long-term forestry/wildlife management; confirmed in 4 ponds decision
24	PINE MOUNTAIN	3 - SUITABLE FOR PASSENGER CARS	1.68	Low Risk/Moderate Benefit	Andro	needed	Change to ML2; Access to Horton Center, radio towers
32	PINE BROOK	1 - BASIC CUSTODIAL CARE (CLOSED)	0.71	High Risk/Low Benefit	Andro	needed	access for long-term forestry/wildlife management
32	PINE BROOK	1 - BASIC CUSTODIAL CARE (CLOSED)	0.03	Low Risk/Low Benefit	Andro	needed	access for long-term forestry/wildlife management
32	PINE BROOK	1 - BASIC CUSTODIAL CARE (CLOSED)	0.34	Moderate Risk/Low Benefit	Andro	needed	access for long-term forestry/wildlife management

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Road ID #	Road Name	Maintenance Level	Mile	Risk/Benefit Matrix	District	TAP Recommendation	Comments/Rationale
33	KEENAN BROOK	1 - BASIC CUSTODIAL CARE (CLOSED)	0.51	High Risk/Low Benefit	Andro	needed	Access for long-term forestry/wildlife management
33	KEENAN BROOK	1 - BASIC CUSTODIAL CARE (CLOSED)	0.46	Moderate Risk/Low Benefit	Andro	needed	Access for long-term forestry/wildlife management
33	KEENAN BROOK	2 - HIGH CLEARANCE VEHICLES	0.05	High Risk/Low Benefit	Andro	needed	accesses wildlife openings and area for long-term forestry/wildlife management
33	KEENAN BROOK	2 - HIGH CLEARANCE VEHICLES	0.68	Moderate Risk/Low Benefit	Andro	needed	accesses wildlife openings and area for long-term forestry/wildlife management
42	HASTINGS CAMPGROUND	4 - MODERATE DEGREE OF USER COMFORT	0.46	Moderate Risk/Moderate Benefit	Andro	needed	Campground access
54	FARWELL MOUNTAIN	1 - BASIC CUSTODIAL CARE (CLOSED)	2.21	High Risk/Low Benefit	Andro	needed	Access for long-term forestry/wildlife management
59	HARRIMAN BROOK	3 - SUITABLE FOR PASSENGER CARS	0.33	High Risk/Moderate Benefit	Andro	needed	Access for long-term forestry/wildlife management; part of 4 Ponds TAP
59	HARRIMAN BROOK	3 - SUITABLE FOR PASSENGER CARS	0.69	Moderate Risk/High Benefit	Andro	needed	Access for long-term forestry/wildlife management; part of 4 Ponds TAP
59	HARRIMAN BROOK	3 - SUITABLE FOR PASSENGER CARS	0.19	Moderate Risk/Low Benefit	Andro	needed	Access for long-term forestry/wildlife management; part of 4 Ponds TAP
62	SUNKEN POND	2 - HIGH CLEARANCE VEHICLES	0.37	Low Risk/Low Benefit	Andro	needed	access for long-term forestry/wildlife management; part of 4 Ponds TAP
62	SUNKEN POND	2 - HIGH CLEARANCE VEHICLES	0.20	Moderate Risk/High Benefit	Andro	needed	access for long-term forestry/wildlife management; part of 4 Ponds TAP
62	SUNKEN POND	3 - SUITABLE FOR PASSENGER CARS	0.11	Low Risk/High Benefit	Andro	needed	recreation and long-term forestry/wildlife management; part of 4 Ponds TAP
63	LIBBY	1 - BASIC CUSTODIAL CARE (CLOSED)	0.91	High Risk/Moderate Benefit	Andro	needed	accesses many wildlife openings and section of MA 2.1
64	EAST SIDE - SOUTH POND	0	0.15	Moderate Risk/High Benefit	Andro	needed	access for long-term forestry/wildlife management, wildlife openings, boat launch, trailhead, south pond day use area; universal access fishing, change ML to 4

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Road ID #	Road Name	Maintenance Level	Mile	Risk/Benefit Matrix	District	TAP Recommendation	Comments/Rationale
64	EAST SIDE - SOUTH POND	0	0.11	Moderate Risk/High Benefit	Andro	needed	change ML to 4
64	EAST SIDE - SOUTH POND	0	0.55	Moderate Risk/Moderate Benefit	Andro	needed	access for long-term forestry/wildlife management, wildlife openings, boat launch, trailhead, south pond day use area; universal access fishing, change ML to 4
64	EAST SIDE - SOUTH POND	5 - HIGH DEGREE OF USER COMFORT	0.78	Moderate Risk/High Benefit	Andro	needed	access for long-term forestry/wildlife management, wildlife openings, boat launch, trailhead, south pond day use area; universal access fishing, change ML to 4
65	SOUTH POND	5 - HIGH DEGREE OF USER COMFORT	0.26	Moderate Risk/Low Benefit	Andro	needed	accesses south pond day use, trailhead, MA 2.1, wildlife opening, change ML to 4
65	SOUTH POND	5 - HIGH DEGREE OF USER COMFORT	1.00	Moderate Risk/Moderate Benefit	Andro	needed	accesses south pond day use, trailhead, MA 2.1, wildlife opening, change ML to 4
66	EVANS BROOK	1 - BASIC CUSTODIAL CARE (CLOSED)	1.06	Moderate Risk/Low Benefit	Andro	needed	Access for long-term forestry/wildlife management
71	DOLLY COPP	4 - MODERATE DEGREE OF USER COMFORT	0.30	High Risk/High Benefit	Andro	needed	access for Dolly Copp campground
71	DOLLY COPP	4 - MODERATE DEGREE OF USER COMFORT	0.00	High Risk/Moderate Benefit	Andro	needed	access for Dolly Copp campground
71	DOLLY COPP	4 - MODERATE DEGREE OF USER COMFORT	0.52	Moderate Risk/High Benefit	Andro	needed	access for Dolly Copp campground
71	DOLLY COPP	4 - MODERATE DEGREE OF USER COMFORT	0.20	Moderate Risk/Moderate Benefit	Andro	needed	access for Dolly Copp campground
72	CULHANE BROOK	1 - BASIC CUSTODIAL CARE (CLOSED)	1.17	Moderate Risk/High Benefit	Andro	needed	change to ML 2 to match current maintenance and use; Access for long-term forestry/wildlife management including wildlife openings; road also is a ski trail
72	CULHANE BROOK	1 - BASIC CUSTODIAL CARE (CLOSED)	1.36	Moderate Risk/Moderate Benefit	Andro	needed	change to ML 2 to match current maintenance and use; Access for long-term forestry/wildlife management,

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Road ID #	Road Name	Maintenance Level	Mile	Risk/Benefit Matrix	District	TAP Recommendation	Comments/Rationale
							including wildlife openings; road also is a ski trail
79	BARNES FIELD	5 - HIGH DEGREE OF USER COMFORT	0.06	High Risk/Low Benefit	Andro	needed	Barnes Field campground, change ML to 4
79	BARNES FIELD	5 - HIGH DEGREE OF USER COMFORT	0.18	Moderate Risk/Low Benefit	Andro	needed	Barnes Field campground, change ML to 4
88	KNEELAND POND	1 - BASIC CUSTODIAL CARE (CLOSED)	0.87	Moderate Risk/Low Benefit	Andro	needed	part of AS decision
95	CONNOR BROOK	1 - BASIC CUSTODIAL CARE (CLOSED)	1.63	Moderate Risk/Moderate Benefit	Andro	needed	Access for long-term forestry/wildlife management
95	CONNOR BROOK	1 - BASIC CUSTODIAL CARE (CLOSED)	0.56	Moderate Risk/Moderate Benefit	Andro	needed	Access to trailhead and for long-term forestry/wildlife management
95	CONNOR BROOK	3 - SUITABLE FOR PASSENGER CARS	0.14	Low Risk/Low Benefit	Andro	needed	Access for long-term forestry/wildlife management
95	CONNOR BROOK	3 - SUITABLE FOR PASSENGER CARS	0.87	Moderate Risk/Moderate Benefit	Andro	needed	Access for long-term forestry/wildlife management
102	ANDROSCOGGIN DEPOT	3 - SUITABLE FOR PASSENGER CARS	0.07	Low Risk/Low Benefit	Andro	needed	access to Andro Depot
103	LITTLE BEAR	2 - HIGH CLEARANCE VEHICLES	0.87	High Risk/Low Benefit	Andro	needed	Access for long-term forestry/wildlife management; several permanent culverts in it
104	HIGGINS BROOK	1 - BASIC CUSTODIAL CARE (CLOSED)	1.12	Moderate Risk/Low Benefit	Andro	needed	Access for long-term forestry/wildlife management
104	HIGGINS BROOK	2 - HIGH CLEARANCE VEHICLES	0.61	Moderate Risk/Low Benefit	Andro	needed	Access for long-term forestry/wildlife management
105	FIFIELD BROOK	1 - BASIC CUSTODIAL CARE (CLOSED)	0.99	Low Risk/Low Benefit	Andro	needed	Access for long-term forestry/wildlife management
105	FIFIELD BROOK	3 - SUITABLE FOR PASSENGER CARS	0.61	High Risk/Low Benefit	Andro	needed	Access for long-term forestry/wildlife management and wildlife opening; popular hunting access
105	FIFIELD BROOK	3 - SUITABLE FOR PASSENGER CARS	0.55	Moderate Risk/Low Benefit	Andro	needed	Access for long-term forestry/wildlife management and wildlife opening; popular hunting access

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Road ID #	Road Name	Maintenance Level	Mile	Risk/Benefit Matrix	District	TAP Recommendation	Comments/Rationale
106	ROUND MOUNTAIN	1 - BASIC CUSTODIAL CARE (CLOSED)	1.03	Moderate Risk/Low Benefit	Andro	needed	Access for long-term forestry/wildlife management
106	ROUND MOUNTAIN	2 - HIGH CLEARANCE VEHICLES	0.56	Low Risk/Low Benefit	Andro	needed	change to ML 1 to match current management; Access for long-term forestry/wildlife management
122	GLEN ELLIS FALLS PICNIC AREA	3 - SUITABLE FOR PASSENGER CARS	0.21	Moderate Risk/Low Benefit	Andro	needed	change ML 4; Glen Ellis access and parking
122	GLEN ELLIS FALLS PICNIC AREA	3 - SUITABLE FOR PASSENGER CARS	0.00	Moderate Risk/Low Benefit	Andro	needed	change to ML 4; Glen Ellis access and parking
136	HARDWOOD RIDGE	1 - BASIC CUSTODIAL CARE (CLOSED)	1.55	High Risk/Moderate Benefit	Andro	needed	Access for long-term forestry/wildlife management
159	ISOLATION	1 - BASIC CUSTODIAL CARE (CLOSED)	3.05	Moderate Risk/Low Benefit	Andro	needed	decommission 2.2 miles from first intersection with Forest boundary to old Jericho tract
176	BRANDY BROOK	1 - BASIC CUSTODIAL CARE (CLOSED)	0.60	Moderate Risk/Low Benefit	Andro	needed	Accesses extensive area for long-term forestry/wildlife management
177	BUNNEL NOTCH	1 - BASIC CUSTODIAL CARE (CLOSED)	0.51	High Risk/Moderate Benefit	Andro	needed	Access for long-term forestry/wildlife management
177	BUNNEL NOTCH	1 - BASIC CUSTODIAL CARE (CLOSED)	0.94	Moderate Risk/Low Benefit	Andro	needed	Access for long-term forestry/wildlife management; could shorten after cross the streams (reduce ~0.3mi) because it enters RACR roadless
178	POND HILL	1 - BASIC CUSTODIAL CARE (CLOSED)	0.69	Moderate Risk/Low Benefit	Andro	needed	Access to extensive area for long-term forestry/wildlife management; can't skid across Keenan Brook to 33; accesses wildlife openings
179	ICEY GULCH	1 - BASIC CUSTODIAL CARE (CLOSED)	0.62	Moderate Risk/Low Benefit	Andro	needed	accesses large opening and wildlife opening; can't skid to 236 due to wetlands
189	BOG BROOK CAMP	3 - SUITABLE FOR PASSENGER CARS	0.00	Moderate Risk/Low Benefit	Andro	needed	Bog Brook site
189	BOG BROOK CAMP	3 - SUITABLE FOR PASSENGER CARS	0.24	Moderate Risk/Moderate Benefit	Andro	needed	Bog Brook site
199	HICKORY	1 - BASIC CUSTODIAL CARE (CLOSED)	0.83	Moderate Risk/Low Benefit	Andro	needed	Accesses private camps; Access for long-term

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Road ID #	Road Name	Maintenance Level	Mile	Risk/Benefit Matrix	District	TAP Recommendation	Comments/Rationale
							forestry/wildlife management
200	HICKEY BROOK	1 - BASIC CUSTODIAL CARE (CLOSED)	0.13	High Risk/Low Benefit	Andro	needed	Access for long-term forestry/wildlife management; road is actually longer than INFRA mileage as it goes beyond the landing; high risk soils are only a limited piece of road
202	BETTY BROOK	1 - BASIC CUSTODIAL CARE (CLOSED)	0.44	Low Risk/Low Benefit	Andro	needed	access for long-term forestry/wildlife management including wildlife openings
202	BETTY BROOK	1 - BASIC CUSTODIAL CARE (CLOSED)	0.76	Low Risk/Low Benefit	Andro	needed	change to ML 2 to stream crossing about 0.5 miles in to match current management; accesses wildlife opening and long-term forestry/wildlife management
205	BOWMAN	1 - BASIC CUSTODIAL CARE (CLOSED)	2.28	Moderate Risk/Low Benefit	Andro	needed	Access for long-term forestry/wildlife management
208	PERCY	1 - BASIC CUSTODIAL CARE (CLOSED)	0.22	High Risk/Moderate Benefit	Andro	needed	access for long-term forestry/wildlife management including wildlife openings
208	PERCY	1 - BASIC CUSTODIAL CARE (CLOSED)	0.27	High Risk/Moderate Benefit	Andro	needed	access for long-term forestry/wildlife management including wildlife openings
216	PINKHAM NOTCH AMC	3 - SUITABLE FOR PASSENGER CARS	0.00	Low Risk/Low Benefit	Andro	needed	access for Pinkham Notch Visitor Center (PNVC)
216	PINKHAM NOTCH AMC	3 - SUITABLE FOR PASSENGER CARS	0.20	Moderate Risk/Low Benefit	Andro	needed	access for PNVC
221	STARR KING	1 - BASIC CUSTODIAL CARE (CLOSED)	0.61	Low Risk/Low Benefit	Andro	needed	change to ML2; accesses a trailhead and little opportunity to move trailhead closer to main road
222	HATCHERY	1 - BASIC CUSTODIAL CARE (CLOSED)	0.31	Low Risk/Low Benefit	Andro	needed	access for hatchery, recreation, and long-term forestry/wildlife management
223	STONY BROOK	1 - BASIC CUSTODIAL CARE (CLOSED)	1.06	Moderate Risk/Low Benefit	Andro	needed	decommission upper half beyond a good landing; Access for long-term

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Road ID #	Road Name	Maintenance Level	Mile	Risk/Benefit Matrix	District	TAP Recommendation	Comments/Rationale
							forestry/wildlife management
224	PEA BROOK	1 - BASIC CUSTODIAL CARE (CLOSED)	0.00	Low Risk/Low Benefit	Andro	needed	-
224	PEA BROOK	1 - BASIC CUSTODIAL CARE (CLOSED)	1.13	Low Risk/Moderate Benefit	Andro	needed	legal access uncertain; if can access, accesses area of suitable land for forestry/wildlife
225	NO 9 BROOK	1 - BASIC CUSTODIAL CARE (CLOSED)	1.09	Low Risk/Low Benefit	Andro	needed	Access for long-term forestry/wildlife management; may consider whether whole length is needed as classified road
232	BEAR CORNER	1 - BASIC CUSTODIAL CARE (CLOSED)	0.66	Low Risk/Low Benefit	Andro	needed	Access for long-term forestry/wildlife management
235	INNER LOOP EAST	1 - BASIC CUSTODIAL CARE (CLOSED)	0.41	Low Risk/Low Benefit	Andro	needed	accesses extensive area for long-term management that would be adverse skid without road
236	POND OF SAFETY NORTH	1 - BASIC CUSTODIAL CARE (CLOSED)	0.41	High Risk/Moderate Benefit	Andro	needed	longer than shows on map; accesses large opening and wildlife opening; can't skid to 2251 or 179 due to wetlands
237	INNER LOOP WEST	1 - BASIC CUSTODIAL CARE (CLOSED)	0.49	Low Risk/Low Benefit	Andro	needed	Accesses extensive area for long-term forestry/wildlife management
239	HOVEL	1 - BASIC CUSTODIAL CARE (CLOSED)	0.18	Moderate Risk/Low Benefit	Andro	needed	access for long-term forestry/wildlife management including wildlife openings
240	WEST BRANCH	1 - BASIC CUSTODIAL CARE (CLOSED)	0.49	Low Risk/Low Benefit	Andro	needed	access for long-term forestry/wildlife management that would be adverse skid without road
242	LONESOME RIDGE	1 - BASIC CUSTODIAL CARE (CLOSED)	0.92	Low Risk/Low Benefit	Andro	needed	access for long-term forestry/wildlife management including wildlife openings
245	WEB FOOT	1 - BASIC CUSTODIAL CARE (CLOSED)	0.54	Low Risk/Low Benefit	Andro	needed	accesses extensive area for long-term forestry/wildlife management that would be adverse skid without road; wildlife openings

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Road ID #	Road Name	Maintenance Level	Mile	Risk/Benefit Matrix	District	TAP Recommendation	Comments/Rationale
246	MOORE MOUNTAIN	1 - BASIC CUSTODIAL CARE (CLOSED)	1.11	Moderate Risk/Low Benefit	Andro	needed	Access for fire suppression desirable given proximity to houses, powerline, etc.; Access for long-term forestry/wildlife management; recently granted road use permit for this road; was extended roughly to connect to 247 during McCordick sale
247	MCCORDICK	2 - HIGH CLEARANCE VEHICLES	0.20	Moderate Risk/Low Benefit	Andro	needed	change to ML 1; Access for long-term forestry/wildlife management
247	MCCORDICK	2 - HIGH CLEARANCE VEHICLES	0.63	Moderate Risk/Low Benefit	Andro	needed	change to ML 1; Access for long-term forestry/wildlife management; jurisdiction questions during McCordick Timber Sale
250	POND OF SAFETY	2 - HIGH CLEARANCE VEHICLES	0.29	Low Risk/Low Benefit	Andro	needed	Access for long-term forestry/wildlife management
250	POND OF SAFETY	2 - HIGH CLEARANCE VEHICLES	0.91	Moderate Risk/Moderate Benefit	Andro	needed	Access for Pond of Safety and long-term forestry/wildlife management
251	HUNTER PASS SPUR	2 - HIGH CLEARANCE VEHICLES	0.81	Moderate Risk/Moderate Benefit	Andro	needed	Access for long-term forestry/wildlife management
251	HUNTER PASS SPUR	2 - HIGH CLEARANCE VEHICLES	1.69	Moderate Risk/Moderate Benefit	Andro	needed	change to ML 1; Access for long-term forestry/wildlife management
260	MT CLINTON SPUR	1 - BASIC CUSTODIAL CARE (CLOSED)	0.52	Moderate Risk/Moderate Benefit	Andro	needed	Access for long-term forestry/wildlife management
263	LIBBY SOUTH	2 - HIGH CLEARANCE VEHICLES	1.11	High Risk/Moderate Benefit	Andro	needed	change to ML 1 beyond the wildlife opening
263	LIBBY SOUTH	2 - HIGH CLEARANCE VEHICLES	0.68	High Risk/Moderate Benefit	Andro	needed	change to ML 1; Access for long-term forestry/wildlife management
263	LIBBY SOUTH	2 - HIGH CLEARANCE VEHICLES	0.78	Moderate Risk/Moderate Benefit	Andro	needed	change to ML 1; Access for long-term forestry/wildlife management
264	JACKNIFE	1 - BASIC CUSTODIAL CARE (CLOSED)	0.67	High Risk/Low Benefit	Andro	needed	Access for long-term forestry/wildlife management
264	JACKNIFE	1 - BASIC CUSTODIAL CARE (CLOSED)	0.00	Low Risk/Low Benefit	Andro	needed	Access for long-term forestry/wildlife management

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264	JACKNIFE	1 - BASIC CUSTODIAL CARE (CLOSED)	1.06	Moderate Risk/Low Benefit	Andro	needed	Access for long-term forestry/wildlife management
266	DIAMOND	1 - BASIC CUSTODIAL CARE (CLOSED)	0.82	Moderate Risk/Low Benefit	Andro	needed	Access for long-term forestry/wildlife management
305	DONAHUE	1 - BASIC CUSTODIAL CARE (CLOSED)	0.27	Moderate Risk/Moderate Benefit	Andro	needed	Access for long-term forestry/wildlife management; part of 4 Ponds TAP
308	VIRGINIA LAKE	1 - BASIC CUSTODIAL CARE (CLOSED)	0.81	High Risk/Moderate Benefit	Andro	needed	Access for long-term forestry/wildlife management; part of Albany South project
308	VIRGINIA LAKE	1 - BASIC CUSTODIAL CARE (CLOSED)	0.09	Moderate Risk/Moderate Benefit	Andro	needed	Access for long-term forestry/wildlife management; part of Albany South project
308	VIRGINIA LAKE	2 - HIGH CLEARANCE VEHICLES	0.52	High Risk/High Benefit	Andro	needed	Access for long-term forestry/wildlife management; part of Albany South project
319	NEW ENGLAND BROOK	1 - BASIC CUSTODIAL CARE (CLOSED)	0.96	High Risk/Moderate Benefit	Andro	needed	Access for long-term forestry/wildlife management including wildlife opening; part of 4 Ponds TAP
320	ROUND POND	1 - BASIC CUSTODIAL CARE (CLOSED)	2.47	High Risk/Moderate Benefit	Andro	needed	Access for long-term forestry/wildlife management; part of 4 Ponds TAP
326	STATE LINE	1 - BASIC CUSTODIAL CARE (CLOSED)	0.33	Moderate Risk/Moderate Benefit	Andro	needed	Access for long-term forestry/wildlife management including wildlife opening
327	BURNT MILL BROOK	1 - BASIC CUSTODIAL CARE (CLOSED)	0.48	Low Risk/Low Benefit	Andro	needed	Access for long-term forestry/wildlife management; needed to get across stream
329	BROWN LEDGE	1 - BASIC CUSTODIAL CARE (CLOSED)	0.11	Low Risk/Low Benefit	Andro	needed	-
385	CAMP DODGE	3 - SUITABLE FOR PASSENGER CARS	0.13	Low Risk/Low Benefit	Andro	needed	access to Camp Dodge
385	CAMP DODGE	3 - SUITABLE FOR PASSENGER CARS	0.11	Moderate Risk/Low Benefit	Andro	needed	access to Camp Dodge
460	ROCKY POND	1 - BASIC CUSTODIAL CARE (CLOSED)	0.95	High Risk/Low Benefit	Andro	needed	change to ML 2 for first 0.2 miles to match current management; Access for long-term forestry/wildlife management and

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Road ID #	Road Name	Maintenance Level	Mile	Risk/Benefit Matrix	District	TAP Recommendation	Comments/Rationale
							snowmobile trail corridor
460	ROCKY POND	1 - BASIC CUSTODIAL CARE (CLOSED)	0.16	Moderate Risk/Moderate Benefit	Andro	needed	change to ML 2 to match current management; Access for long-term forestry/wildlife management and snowmobile trail corridor
460	ROCKY POND	2 - HIGH CLEARANCE VEHICLES	1.06	High Risk/Moderate Benefit	Andro	needed	Access for long-term forestry/wildlife management, wildlife opening, and snowmobile trail corridor
460	ROCKY POND	2 - HIGH CLEARANCE VEHICLES	0.56	Low Risk/Moderate Benefit	Andro	needed	Access for long-term forestry/wildlife management, wildlife opening, and snowmobile trail corridor
460	ROCKY POND	2 - HIGH CLEARANCE VEHICLES	0.76	Moderate Risk/High Benefit	Andro	needed	All on private land; Access for long-term forestry/wildlife management, wildlife opening, and snowmobile trail corridor
467	CURRIER MOUNTAIN	1 - BASIC CUSTODIAL CARE (CLOSED)	0.76	Moderate Risk/Low Benefit	Andro	needed	Access for long-term forestry/wildlife management
615	IMP	1 - BASIC CUSTODIAL CARE (CLOSED)	0.76	Moderate Risk/Low Benefit	Andro	needed	Access for long-term forestry/wildlife management
615	IMP	2 - HIGH CLEARANCE VEHICLES	0.56	Low Risk/Low Benefit	Andro	needed	change to ML 1; Access for long-term forestry/wildlife management
717	PEABODY MOUNTAIN	1 - BASIC CUSTODIAL CARE (CLOSED)	0.45	Moderate Risk/Low Benefit	Andro	needed	Access for long-term forestry/wildlife management; can't use driveways off 113 because of topography
722	GOODWIN BROOK	1 - BASIC CUSTODIAL CARE (CLOSED)	0.94	High Risk/Moderate Benefit	Andro	needed	Access for long-term forestry/wildlife management; part of Albany South project
722	GOODWIN BROOK	1 - BASIC CUSTODIAL CARE (CLOSED)	0.48	Moderate Risk/Moderate Benefit	Andro	needed	Access for long-term forestry/wildlife management; part of Albany South project

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Road ID #	Road Name	Maintenance Level	Mile	Risk/Benefit Matrix	District	TAP Recommendation	Comments/Rationale
724	BLAKE ISLAND	2 - HIGH CLEARANCE VEHICLES	0.48	Moderate Risk/Low Benefit	Andro	needed	Access for long-term forestry/wildlife management including wildlife opening
725	GILEAD DEPOT	2 - HIGH CLEARANCE VEHICLES	0.00	Low Risk/Low Benefit	Andro	needed	access to depot and picnic area; access for long-term forestry/wildlife management
725	GILEAD DEPOT	2 - HIGH CLEARANCE VEHICLES	0.08	Moderate Risk/Low Benefit	Andro	needed	access to depot and picnic area; access for long-term forestry/wildlife management
727	PATTE MILL DAM	3 - SUITABLE FOR PASSENGER CARS	0.27	Moderate Risk/Moderate Benefit	Andro	needed	access to dam
741	PHILBROOK	2 - HIGH CLEARANCE VEHICLES	0.68	High Risk/High Benefit	Andro	needed	change to ML 1 beyond snowmobile trail; access to snowmobile trail, wildlife openings, and suitable lands
741	PHILBROOK	2 - HIGH CLEARANCE VEHICLES	0.00	Low Risk/Low Benefit	Andro	needed	change to ML 1 beyond snowmobile trail; access to snowmobile trail, wildlife openings, and suitable lands
752	BULL BROOK	2 - HIGH CLEARANCE VEHICLES	0.14	Low Risk/Low Benefit	Andro	needed	Access for long-term forestry/wildlife management
752	BULL BROOK	2 - HIGH CLEARANCE VEHICLES	0.12	Low Risk/Moderate Benefit	Andro	needed	Access for long-term forestry/wildlife management
752	BULL BROOK	2 - HIGH CLEARANCE VEHICLES	1.08	Moderate Risk/Moderate Benefit	Andro	needed	Access for long-term forestry/wildlife management
752	BULL BROOK	3 - SUITABLE FOR PASSENGER CARS	0.21	Moderate Risk/Moderate Benefit	Andro	needed	access for dispersed recreation; access for forestry/wildlife management
753	MT HASTINGS	1 - BASIC CUSTODIAL CARE (CLOSED)	0.21	Low Risk/Low Benefit	Andro	needed	Access for long-term forestry/wildlife management
756	BENNETT SCHOOL	3 - SUITABLE FOR PASSENGER CARS	1.00	High Risk/Moderate Benefit	Andro	needed	Access for long-term forestry/wildlife management
756	BENNETT SCHOOL	3 - SUITABLE FOR PASSENGER CARS	0.06	Moderate Risk/Moderate Benefit	Andro	needed	Access for long-term forestry/wildlife management and SUP
765	MOSQUITO POND	2 - HIGH CLEARANCE VEHICLES	0.60	High Risk/Moderate Benefit	Andro	needed	Access for long-term forestry/wildlife management

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Road ID #	Road Name	Maintenance Level	Mile	Risk/Benefit Matrix	District	TAP Recommendation	Comments/Rationale
853	MT HASTINGS SERVICE	2 - HIGH CLEARANCE VEHICLES	0.15	Low Risk/Low Benefit	Andro	needed	change to ML 1
856	CROCKER POND CAMPGROUND	3 - SUITABLE FOR PASSENGER CARS	0.14	Low Risk/High Benefit	Andro	needed	campground access
861	ANDROSCOGGIN ADMIN. SITE	5 - HIGH DEGREE OF USER COMFORT	0.16	Low Risk/Low Benefit	Andro	needed	Andro admin site access, change to ML 4
885	THE ROOST	2 - HIGH CLEARANCE VEHICLES	0.61	High Risk/Moderate Benefit	Andro	needed	Access for long-term forestry/wildlife management
2002	UNAUTHORIZED INVENTORY: 2002	0	0.07	Low Risk/Moderate Benefit	Andro	needed	access to trailhead
2004	UNAUTHORIZED INVENTORY: 2004	0	0.38	Moderate Risk/Low Benefit	Andro	needed	Access for forestry/wildlife management
2008	UNAUTHORIZED INVENTORY: 2008	0	0.48	Moderate Risk/Low Benefit	Andro	needed	access for long-term forestry/wildlife management
2010	UNAUTHORIZED INVENTORY: 2010	0	0.55	Low Risk/Low Benefit	Andro	needed	access for long-term forestry/wildlife management
2011	UNAUTHORIZED INVENTORY: 2011	0	0.15	Moderate Risk/Low Benefit	Andro	needed	-
2012	UNAUTHORIZED INVENTORY: 2012	0	0.37	Moderate Risk/Low Benefit	Andro	needed	classify as ML 2; access for wildlife opening
2013	UNAUTHORIZED INVENTORY: 2013	0	0.23	Moderate Risk/Low Benefit	Andro	needed	access for long-term forestry/wildlife management
2016	2016	0	0.19	Low Risk/Low Benefit	Andro	needed	Access for long-term forestry/wildlife management; part of 4 Ponds TAP
2016	2016	0	0.40	Moderate Risk/Low Benefit	Andro	needed	Access for long-term forestry/wildlife management; part of 4 Ponds TAP
2018	UNAUTHORIZED INVENTORY: 2018	0	1.03	Moderate Risk/Moderate Benefit	Andro	needed	classify last segment when new construction ties to road to north; decommission majority of the road; part of Albany South project

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Road ID #	Road Name	Maintenance Level	Mile	Risk/Benefit Matrix	District	TAP Recommendation	Comments/Rationale
2027	2027	1 - BASIC CUSTODIAL CARE (CLOSED)	0.25	Moderate Risk/Low Benefit	Andro	needed	Access for long-term forestry/wildlife management
2028	UNAUTHORIZED INVENTORY: 2028	0	0.77	Moderate Risk/Low Benefit	Andro	needed	Access for long-term forestry/wildlife management; legal access to this road is uncertain; corridor snowmobile trail
2030	UNAUTHORIZED INVENTORY: 2030	0	0.35	Moderate Risk/Low Benefit	Andro	needed	Access for long-term forestry/wildlife management; needed for good stream crossing
2203	2203	1 - BASIC CUSTODIAL CARE (CLOSED)	0.13	Low Risk/Low Benefit	Andro	needed	Access for long-term forestry/wildlife management
2205.2	2205.2	1 - BASIC CUSTODIAL CARE (CLOSED)	0.56	Low Risk/Low Benefit	Andro	needed	Access for long-term forestry/wildlife management
2208	2208	1 - BASIC CUSTODIAL CARE (CLOSED)	0.23	Moderate Risk/Moderate Benefit	Andro	needed	Access for long-term forestry/wildlife management; access for snowmobiles and SUP
2217	2217	1 - BASIC CUSTODIAL CARE (CLOSED)	0.25	Low Risk/Low Benefit	Andro	needed	Access for long-term forestry/wildlife management
2219	2219	0	0.42	Low Risk/Low Benefit	Andro	needed	Access for long-term forestry/wildlife management
2220	UNAUTHORIZED INVENTORY: 2220	0	0.53	Low Risk/Low Benefit	Andro	needed	Access for long-term forestry/wildlife management
2225	UNAUTHORIZED INVENTORY: 2225	0	0.13	Low Risk/Low Benefit	Andro	needed	access to landing and for long-term forestry/wildlife management
2230	UNAUTHORIZED INVENTORY: 2230	1 - BASIC CUSTODIAL CARE (CLOSED)	0.18	Moderate Risk/Low Benefit	Andro	needed	Accesses extensive area for long-term forestry/wildlife management
2244	UNAUTHORIZED INVENTORY: 2244	1 - BASIC CUSTODIAL CARE (CLOSED)	0.12	Low Risk/Low Benefit	Andro	needed	accesses wildlife openings
2251	UNAUTHORIZED INVENTORY: 2251	1 - BASIC CUSTODIAL CARE (CLOSED)	0.52	Low Risk/Low Benefit	Andro	needed	Accesses extensive area for long-term forestry/wildlife management
2262	UNAUTHORIZED INVENTORY: 2262	0	0.30	High Risk/Low Benefit	Andro	needed	Access for long-term forestry/wildlife management

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2269	UNAUTHORIZED INVENTORY: 2269	1 - BASIC CUSTODIAL CARE (CLOSED)	1.14	Moderate Risk/Moderate Benefit	Andro	needed	Access for long-term forestry/wildlife management; access to Wildcat ski area and aqueduct
2271	UNAUTHORIZED INVENTORY: 2271	0	0.13	Low Risk/Low Benefit	Andro	needed	Access for long-term forestry/wildlife management and public use
2276	UNAUTHORIZED INVENTORY: 2276	0	0.07	Low Risk/Low Benefit	Andro	needed	Access for long-term forestry/wildlife management
2278	UNAUTHORIZED INVENTORY: 2278	0	0.11	Moderate Risk/Low Benefit	Andro	needed	Accesses extensive area for long-term forestry/wildlife management
2279	UNAUTHORIZED INVENTORY: 2279	0	0.03	Low Risk/Low Benefit	Andro	needed	part of Berlin water supply pipeline road
2281	UNAUTHORIZED INVENTORY: 2281	0	0.12	Low Risk/Low Benefit	Andro	needed	access to wildlife openings
2282	UNAUTHORIZED INVENTORY: 2282	0	0.63	Moderate Risk/Low Benefit	Andro	needed	Access for long-term forestry/wildlife management
2283	2283	1 - BASIC CUSTODIAL CARE (CLOSED)	0.09	Low Risk/Low Benefit	Andro	needed	Access for long-term forestry/wildlife management
2283	2283	1 - BASIC CUSTODIAL CARE (CLOSED)	0.78	Moderate Risk/Low Benefit	Andro	needed	Access for long-term forestry/wildlife management
2284	2284	1 - BASIC CUSTODIAL CARE (CLOSED)	0.10	Low Risk/Low Benefit	Andro	needed	Access for long-term forestry/wildlife management and for waterline permit
2288	UNAUTHORIZED INVENTORY: 2288	0	0.22	Moderate Risk/Low Benefit	Andro	needed	road is only access to private land
2289	UNAUTHORIZED INVENTORY: 2289	0	0.15	Moderate Risk/Moderate Benefit	Andro	needed	road is only access to private land
2293.2	2293.2	1 - BASIC CUSTODIAL CARE (CLOSED)	0.86	High Risk/Moderate Benefit	Andro	needed	Access for long-term forestry/wildlife management
2293.3	2293.3	1 - BASIC CUSTODIAL CARE (CLOSED)	0.49	Moderate Risk/Low Benefit	Andro	needed	Access for long-term forestry/wildlife management
2310	UNAUTHORIZED INVENTORY: 2310	0	0.43	Low Risk/Moderate Benefit	Andro	needed	Access for long-term forestry/wildlife management

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2313	UNAUTHORIZED INVENTORY: 2313	0	0.43	Moderate Risk/Low Benefit	Andro	needed	Access for long-term forestry/wildlife management
2318	UNAUTHORIZED INVENTORY: 2318	0	0.18	Low Risk/Low Benefit	Andro	needed	Access for long-term forestry/wildlife management
2319.1	UNAUTHORIZED INVENTORY: 2319.1	0	0.83	Moderate Risk/Low Benefit	Andro	needed	Access for long-term forestry/wildlife management
2319.2	UNAUTHORIZED INVENTORY: 2319.2	0	0.11	Moderate Risk/Low Benefit	Andro	needed	Access for long-term forestry/wildlife management
2320	UNAUTHORIZED INVENTORY: 2320	0	0.22	Moderate Risk/Moderate Benefit	Andro	needed	access to wildlife opening
2344	UNAUTHORIZED INVENTORY: 2344	0	0.64	High Risk/Moderate Benefit	Andro	needed	Access for long-term forestry/wildlife management
2345	UNAUTHORIZED INVENTORY: 2345	0	0.42	High Risk/Low Benefit	Andro	needed	Access for long-term forestry/wildlife management
2350	UNAUTHORIZED INVENTORY: 2350	0	0.14	Moderate Risk/Low Benefit	Andro	needed	invasive species treatment access
2352.2	UNAUTHORIZED INVENTORY: 2352.2	0	0.11	Moderate Risk/Moderate Benefit	Andro	needed	-
2370	2370	1 - BASIC CUSTODIAL CARE (CLOSED)	0.70	Low Risk/Low Benefit	Andro	needed	Access for long-term forestry/wildlife management; need whole length due to topography
2373.2	UNAUTHORIZED INVENTORY: 2373.2	0	0.81	High Risk/Low Benefit	Andro	needed	road is only access to private land
2378.2	UNAUTHORIZED INVENTORY: 2378.2	0	0.45	Low Risk/Low Benefit	Andro	needed	Access for long-term forestry/wildlife management
2400	2400	1 - BASIC CUSTODIAL CARE (CLOSED)	0.35	Low Risk/Low Benefit	Andro	needed	Access for long-term forestry/wildlife management
3314	3314	0	0.31	Low Risk/Low Benefit	Andro	needed	access to private land; classified as part of 4 ponds decision

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3323.2	3323.2	0	0.47	Low Risk/Low Benefit	Andro	needed	classified as ML 1 by 4 Ponds decision
3326	UNAUTHORIZED INVENTORY: 3326	0	0.34	Moderate Risk/Moderate Benefit	Andro	needed	reconstruction proposed as part of Albany South project
3327	UNAUTHORIZED INVENTORY: 3327	0	0.28	Low Risk/Moderate Benefit	Andro	needed	Access for long-term forestry/wildlife management; part of Albany South project
3328	UNAUTHORIZED INVENTORY: 3328	0	0.55	Moderate Risk/Low Benefit	Andro	needed	Access for long-term forestry/wildlife management; part of Albany South project
3340	MILES NOTCH	2 - HIGH CLEARANCE VEHICLES	1.36	High Risk/High Benefit	Andro	needed	change to ML 1; Access for long-term forestry/wildlife management, including wildlife opening
3341.1	UNAUTHORIZED INVENTORY: 3341.1	1 - BASIC CUSTODIAL CARE (CLOSED)	0.37	Low Risk/Low Benefit	Andro	needed	Access for long-term forestry/wildlife management
3344	FARWELL MOUNTAIN SPUR	0	0.00	Low Risk/Low Benefit	Andro	needed	Access for long-term forestry/wildlife management
3344	FARWELL MOUNTAIN SPUR	0	0.41	Moderate Risk/Low Benefit	Andro	needed	Access for long-term forestry/wildlife management
3349	UNAUTHORIZED INVENTORY: 3349	0	0.32	Moderate Risk/Moderate Benefit	Andro	needed	Access for long-term forestry/wildlife management; part of Albany South project
3350	UNAUTHORIZED INVENTORY: 3350	0	0.15	High Risk/Low Benefit	Andro	needed	Access for long-term forestry/wildlife management; part of Albany South project
6153	RED BROOK	0	0.26	Low Risk/Moderate Benefit	Andro	needed	classify as ML 2 (verify level in letter from Katie and Molly)
6153	RED BROOK	0	0.66	Moderate Risk/Moderate Benefit	Andro	needed	classify as ML 2 (verify level in letter from Katie and Molly)
6156	UNAUTHORIZED INVENTORY: 6156	0	1.28	Moderate Risk/Moderate Benefit	Andro	needed	Access for long-term forestry/wildlife management
6157	UNAUTHORIZED INVENTORY: 6157	0	0.57	Moderate Risk/Low Benefit	Andro	needed	Access for long-term forestry/wildlife management
7015	JEFFERSON NOTCH SPUR	1 - BASIC CUSTODIAL CARE (CLOSED)	0.21	Moderate Risk/Low Benefit	Andro	needed	Access for long-term forestry/wildlife management; recently used for Mitten sale

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8008	MCCORDICK SPUR A	2 - HIGH CLEARANCE VEHICLES	0.75	High Risk/Low Benefit	Andro	needed	change to ML 1; Access for long-term forestry/wildlife management
8010	YORK POND SPUR X	3 - SUITABLE FOR PASSENGER CARS	0.14	Moderate Risk/Low Benefit	Andro	needed	change to ML 2; access to a pond and dam for hatchery
8011	YORK POND SPUR Y	3 - SUITABLE FOR PASSENGER CARS	0.03	Moderate Risk/Low Benefit	Andro	needed	-
8013	PIT ROAD	2 - HIGH CLEARANCE VEHICLES	0.11	Low Risk/Low Benefit	Andro	needed	change to ML1; access to gravel pit
105A	FIFIELD BROOK SPUR A	1 - BASIC CUSTODIAL CARE (CLOSED)	0.46	Moderate Risk/Low Benefit	Andro	needed	Access for long-term forestry/wildlife management
105B	FIFIELD BROOK SPUR B	1 - BASIC CUSTODIAL CARE (CLOSED)	0.16	Low Risk/Low Benefit	Andro	needed	Access for long-term forestry/wildlife management; adverse slope for skidding
11A	STARK SPUR A	1 - BASIC CUSTODIAL CARE (CLOSED)	0.43	Low Risk/Low Benefit	Andro	needed	Access for long-term forestry/wildlife management
11A	STARK SPUR A	1 - BASIC CUSTODIAL CARE (CLOSED)	1.57	Moderate Risk/Low Benefit	Andro	needed	Access for long-term forestry/wildlife management
11C	STARK SPUR C	1 - BASIC CUSTODIAL CARE (CLOSED)	0.37	Moderate Risk/Low Benefit	Andro	needed	There is a segment connecting 353 to off-Forest road that is missing from roads layer
11E	STARK SPUR E	2 - HIGH CLEARANCE VEHICLES	0.58	Moderate Risk/Moderate Benefit	Andro	needed	not maintained recently; road is only access to private camps
12X	WILD RIVER CAMPGROUND	3 - SUITABLE FOR PASSENGER CARS	0.13	High Risk/Moderate Benefit	Andro	needed	Campground access
136A	HARDWOOD RIDGE SPUR A	1 - BASIC CUSTODIAL CARE (CLOSED)	0.86	Moderate Risk/Moderate Benefit	Andro	needed	Access for long-term forestry/wildlife management
15A	BOG DAM SPUR A	1 - BASIC CUSTODIAL CARE (CLOSED)	0.53	Low Risk/Low Benefit	Andro	needed	access to Godfrey dam
177A	BUNNEL NOTCH SPUR A	1 - BASIC CUSTODIAL CARE (CLOSED)	0.44	Moderate Risk/Low Benefit	Andro	needed	Access for long-term forestry/wildlife management
18C	CROCKER POND SPUR C	2 - HIGH CLEARANCE VEHICLES	0.42	Low Risk/Moderate Benefit	Andro	needed	change to ML 1; Access for long-term forestry/wildlife management
205A	BOWMAN SPUR A	1 - BASIC CUSTODIAL CARE (CLOSED)	0.20	Moderate Risk/Low Benefit	Andro	needed	Access for long-term forestry/wildlife management
216A	PINKHAM NOTCH SPUR A	3 - SUITABLE FOR PASSENGER CARS	0.11	High Risk/Moderate Benefit	Andro	needed	access for PNVC

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250B	POND OF SAFETY ACCESS	2 - HIGH CLEARANCE VEHICLES	0.20	Moderate Risk/Low Benefit	Andro	needed	Access for Pond of Safety
251B	HUNTER PASS SPUR B	2 - HIGH CLEARANCE VEHICLES	0.32	Moderate Risk/Moderate Benefit	Andro	needed	change to ML 1; Access for long-term forestry/wildlife management
251C	HUNTER PASS SPUR C	2 - HIGH CLEARANCE VEHICLES	0.33	Moderate Risk/Moderate Benefit	Andro	needed	change to ML 1; Access for long-term forestry/wildlife management
308A	VIRGINIA LAKE SPUR A	1 - BASIC CUSTODIAL CARE (CLOSED)	0.64	High Risk/Moderate Benefit	Andro	needed	recreation and long-term forestry/wildlife management; part of Albany South project
385A	CAMP DODGE SPUR A	3 - SUITABLE FOR PASSENGER CARS	0.09	Moderate Risk/Low Benefit	Andro	needed	this road is much longer - goes out to wildlife opening
460A	ROCKY POND SPUR A	1 - BASIC CUSTODIAL CARE (CLOSED)	0.94	High Risk/Low Benefit	Andro	needed	Access for long-term forestry/wildlife management
460A	ROCKY POND SPUR A	1 - BASIC CUSTODIAL CARE (CLOSED)	0.09	Moderate Risk/Low Benefit	Andro	needed	Access for long-term forestry/wildlife management
460B	ROCKY POND SPUR B	1 - BASIC CUSTODIAL CARE (CLOSED)	0.53	Low Risk/Low Benefit	Andro	needed	Access for long-term forestry/wildlife management
467A	CURRIER MOUNTAIN SPUR A	1 - BASIC CUSTODIAL CARE (CLOSED)	0.62	High Risk/Low Benefit	Andro	needed	Access for long-term forestry/wildlife management
467B	MT MITTEN	1 - BASIC CUSTODIAL CARE (CLOSED)	0.34	Moderate Risk/Low Benefit	Andro	needed	Access for long-term forestry/wildlife management
467C	CURRIER MOUNTAIN SPUR C	1 - BASIC CUSTODIAL CARE (CLOSED)	0.71	Moderate Risk/Low Benefit	Andro	needed	Access for long-term forestry/wildlife management
59A	HARRIMAN BROOK SPUR A	1 - BASIC CUSTODIAL CARE (CLOSED)	0.15	Moderate Risk/Moderate Benefit	Andro	needed	Access for long-term forestry/wildlife management; part of 4 Ponds TAP
59B	HARRIMAN BROOK SPUR B	2 - HIGH CLEARANCE VEHICLES	0.53	High Risk/Moderate Benefit	Andro	needed	Access for long-term forestry/wildlife management including wildlife opening; part of 4 Ponds TAP
615A	IMP SPUR A	1 - BASIC CUSTODIAL CARE (CLOSED)	0.24	Moderate Risk/Low Benefit	Andro	needed	Access for long-term forestry/wildlife management
62A	BROKEN BRIDGE POND BOAT LAUNCH	3 - SUITABLE FOR PASSENGER CARS	0.06	Low Risk/Moderate Benefit	Andro	needed	recreation and long-term forestry/wildlife management; part of 4 Ponds TAP
62B	BROKEN BRIDGE POND DAM	2 - HIGH CLEARANCE VEHICLES	0.46	Moderate Risk/Low Benefit	Andro	needed	recreation and long-term forestry/wildlife management; part of 4 Ponds TAP

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Road ID #	Road Name	Maintenance Level	Mile	Risk/Benefit Matrix	District	TAP Recommendation	Comments/Rationale
64B	EAST SIDE-SOUTH POND SPUR B	2 - HIGH CLEARANCE VEHICLES	0.23	Moderate Risk/Moderate Benefit	Andro	needed	change to ML 1; Access for long-term forestry/wildlife management
65A	SOUTH POND WELL ACCESS	2 - HIGH CLEARANCE VEHICLES	0.14	Moderate Risk/Moderate Benefit	Andro	needed	access to wellhead
65B	SOUTH POND SPUR B	1 - BASIC CUSTODIAL CARE (CLOSED)	0.23	Low Risk/Moderate Benefit	Andro	needed	access to septic system and wildlife opening
6A	BOG BROOK RANGER	1 - BASIC CUSTODIAL CARE (CLOSED)	0.23	Moderate Risk/Low Benefit	Andro	needed	Access for long-term forestry/wildlife management
6B	BOG SPUR B	1 - BASIC CUSTODIAL CARE (CLOSED)	0.51	High Risk/Low Benefit	Andro	needed	Access for long-term forestry/wildlife management
6B	BOG SPUR B	1 - BASIC CUSTODIAL CARE (CLOSED)	0.29	Moderate Risk/Low Benefit	Andro	needed	Access for long-term forestry/wildlife management
6D	BLACK BEAR	1 - BASIC CUSTODIAL CARE (CLOSED)	0.22	High Risk/Low Benefit	Andro	needed	change to ML 2 until existing permanent bridge fails; Access for long-term forestry/wildlife management, including wildlife opening
71A	DOLLY COPP SPUR A	4 - MODERATE DEGREE OF USER COMFORT	0.38	Moderate Risk/Low Benefit	Andro	needed	access for Dolly Copp campground
71B	DOLLY COPP SPUR B	4 - MODERATE DEGREE OF USER COMFORT	0.27	Moderate Risk/Low Benefit	Andro	needed	access for Dolly Copp campground
71C	DOLLY COPP SPUR C	4 - MODERATE DEGREE OF USER COMFORT	0.10	Moderate Risk/Low Benefit	Andro	needed	access for Dolly Copp campground
71D	DOLLY COPP SPUR D	4 - MODERATE DEGREE OF USER COMFORT	0.18	High Risk/Low Benefit	Andro	needed	access for Dolly Copp campground
71E	DOLLY COPP SPUR E	4 - MODERATE DEGREE OF USER COMFORT	0.08	High Risk/Low Benefit	Andro	needed	access for Dolly Copp campground
71F	DOLLY COPP SPUR F	4 - MODERATE DEGREE OF USER COMFORT	0.20	High Risk/Low Benefit	Andro	needed	access for Dolly Copp campground
71G	DOLLY COPP SPUR G	3 - SUITABLE FOR PASSENGER CARS	0.09	High Risk/Low Benefit	Andro	needed	change ML to 4; access for Dolly Copp campground
71H	DOLLY COPP SPUR H	4 - MODERATE DEGREE OF USER COMFORT	0.07	High Risk/Low Benefit	Andro	needed	access for Dolly Copp campground
71I	DOLLY COPP SPUR I	4 - MODERATE DEGREE OF USER COMFORT	0.21	High Risk/Low Benefit	Andro	needed	access for Dolly Copp campground
71I	DOLLY COPP SPUR I	4 - MODERATE DEGREE OF USER COMFORT	0.03	Moderate Risk/Low Benefit	Andro	needed	access for Dolly Copp campground

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71I	DOLLY COPP SPUR I	4 - MODERATE DEGREE OF USER COMFORT	0.01	Moderate Risk/Moderate Benefit	Andro	needed	access for Dolly Copp campground
71J	DOLLY COPP SPUR J	4 - MODERATE DEGREE OF USER COMFORT	0.08	High Risk/Low Benefit	Andro	needed	access for Dolly Copp campground
71K	DOLLY COPP SPUR K	4 - MODERATE DEGREE OF USER COMFORT	0.17	High Risk/Moderate Benefit	Andro	needed	access for Dolly Copp campground
71L	DOLLY COPP SPUR L	4 - MODERATE DEGREE OF USER COMFORT	0.07	Moderate Risk/Low Benefit	Andro	needed	access for Dolly Copp campground
71M	DOLLY COPP SPUR M	4 - MODERATE DEGREE OF USER COMFORT	0.07	Moderate Risk/Low Benefit	Andro	needed	access for Dolly Copp campground
71N	DOLLY COPP SPUR N	4 - MODERATE DEGREE OF USER COMFORT	0.17	Moderate Risk/Low Benefit	Andro	needed	access for Dolly Copp campground
71O	DOLLY COPP SPUR O	4 - MODERATE DEGREE OF USER COMFORT	0.06	Moderate Risk/Low Benefit	Andro	needed	access for Dolly Copp campground
71P	DOLLY COPP SPUR P	3 - SUITABLE FOR PASSENGER CARS	0.18	High Risk/Low Benefit	Andro	needed	change ML to 4; access for Dolly Copp campground
71Q	DOLLY COPP SPUR Q	4 - MODERATE DEGREE OF USER COMFORT	0.04	High Risk/Low Benefit	Andro	needed	access for Dolly Copp campground
752A	BULL BROOK PIT	2 - HIGH CLEARANCE VEHICLES	0.20	Moderate Risk/Moderate Benefit	Andro	needed	access to gravel pit
765A	MOSQUITO POND SPUR A	2 - HIGH CLEARANCE VEHICLES	0.06	Low Risk/Low Benefit	Andro	needed	should be 0.6 miles long; goes past wildlife opening; needed for long-term forestry/wildlife management
861A	ANDROSCOGGIN ADMIN. SITE SPUR	5 - HIGH DEGREE OF USER COMFORT	0.08	Low Risk/Low Benefit	Andro	needed	Andro admin site access, change to ML 4
U-0015	UNAUTHORIZED INVENTORY: U-0015	0	0.12	Low Risk/Low Benefit	Andro	needed	Accesses a landing needed for long-term forestry/wildlife management
U-1003	U-1003	1 - BASIC CUSTODIAL CARE (CLOSED)	0.17	Low Risk/Low Benefit	Andro	needed	access for private camps so need to keep on system
69	CAMPTON RECREATION AREA	4 - MODERATE DEGREE OF USER COMFORT	0.29	Moderate Risk/Low Benefit	Pemi	likely not needed	decommissioned in decision for Campton Day Use area
91	REEL BROOK	2 - HIGH CLEARANCE VEHICLES	0.10	Moderate Risk/Moderate Benefit	Pemi	likely not needed	Crosses private land but not needed for NFS management
101	BEECH HILL	2 - HIGH CLEARANCE VEHICLES	1.46	High Risk/Low Benefit	Pemi	likely not needed	All MA 2.1 land this road accesses is in RACR roadless; no other benefits that

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Road ID #	Road Name	Maintenance Level	Mile	Risk/Benefit Matrix	District	TAP Recommendation	Comments/Rationale
							would compel retention as a road
101	BEECH HILL	2 - HIGH CLEARANCE VEHICLES	0.33	Low Risk/Low Benefit	Pemi	likely not needed	All MA 2.1 land this road accesses is in RACR roadless; no other benefits that would compel retention as a road
101	BEECH HILL	2 - HIGH CLEARANCE VEHICLES	0.40	Moderate Risk/Low Benefit	Pemi	likely not needed	All MA 2.1 land this road accesses is in RACR roadless; no other benefits that would compel retention as a road
110	FAYBYAN	1 - BASIC CUSTODIAL CARE (CLOSED)	0.54	High Risk/Moderate Benefit	Pemi	likely not needed	All MA 2.1 land this road accesses is in RACR roadless; no other benefits that would compel retention as a road
110	FAYBYAN	1 - BASIC CUSTODIAL CARE (CLOSED)	0.06	Moderate Risk/Moderate Benefit	Pemi	likely not needed	All MA 2.1 land this road accesses is in RACR roadless; no other benefits that would compel retention as a road
111	MT MARTHA	1 - BASIC CUSTODIAL CARE (CLOSED)	0.93	Moderate Risk/Low Benefit	Pemi	likely not needed	All MA 2.1 land this road accesses is in RACR roadless; no other benefits that would compel retention as a road
140	B & M NORTHWEST	1 - BASIC CUSTODIAL CARE (CLOSED)	2.63	High Risk/High Benefit	Pemi	likely not needed	Not a FS road
147	FINNEGAN SPUR	1 - BASIC CUSTODIAL CARE (CLOSED)	0.72	High Risk/Low Benefit	Pemi	likely not needed	beyond landing so can skid if needed instead of maintaining road
157	BLACK BROOK	1 - BASIC CUSTODIAL CARE (CLOSED)	0.24	Moderate Risk/High Benefit	Pemi	likely not needed	All MA 2.1 land this road accesses is in RACR roadless; no other benefits that would compel retention as a road
157	BLACK BROOK	1 - BASIC CUSTODIAL CARE (CLOSED)	1.47	Moderate Risk/Moderate Benefit	Pemi	likely not needed	All MA 2.1 land this road accesses is in RACR roadless; no other benefits that would compel retention as a road
165	UPPER FALLS	2 - HIGH CLEARANCE VEHICLES	0.71	Moderate Risk/Moderate Benefit	Pemi	likely not needed	decommission part within RACR
166	MT CILLEY	1 - BASIC CUSTODIAL CARE (CLOSED)	0.57	High Risk/Moderate Benefit	Pemi	likely not needed	All MA 2.1 land this road accesses is in RACR roadless; no

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Road ID #	Road Name	Maintenance Level	Mile	Risk/Benefit Matrix	District	TAP Recommendation	Comments/Rationale
							other benefits that would compel retention as a road
166	MT CILLEY	1 - BASIC CUSTODIAL CARE (CLOSED)	0.17	Moderate Risk/Moderate Benefit	Pemi	likely not needed	All MA 2.1 land this road accesses is in RACR roadless; no other benefits that would compel retention as a road
182	PROFILE	1 - BASIC CUSTODIAL CARE (CLOSED)	0.67	High Risk/Low Benefit	Pemi	likely not needed	wet and poor for hauling
187	JORDAN BROOK	1 - BASIC CUSTODIAL CARE (CLOSED)	1.98	High Risk/Moderate Benefit	Pemi	likely not needed	could use as trail
188	CLAY BROOK	1 - BASIC CUSTODIAL CARE (CLOSED)	0.37	Low Risk/Low Benefit	Pemi	likely not needed	All MA 2.1 land this road accesses is in RACR roadless; no other benefits that would compel retention as a road
188	CLAY BROOK	1 - BASIC CUSTODIAL CARE (CLOSED)	0.16	Low Risk/Moderate Benefit	Pemi	likely not needed	All MA 2.1 land this road accesses is in RACR roadless; no other benefits that would compel retention as a road
188	CLAY BROOK	1 - BASIC CUSTODIAL CARE (CLOSED)	0.20	Moderate Risk/Low Benefit	Pemi	likely not needed	All MA 2.1 land this road accesses is in RACR roadless; no other benefits that would compel retention as a road
188	CLAY BROOK	1 - BASIC CUSTODIAL CARE (CLOSED)	0.39	Moderate Risk/Moderate Benefit	Pemi	likely not needed	All MA 2.1 land this road accesses is in RACR roadless; no other benefits that would compel retention as a road
192	MT TOM BROOK	1 - BASIC CUSTODIAL CARE (CLOSED)	0.25	Low Risk/Low Benefit	Pemi	likely not needed	entirely in MA 6.1 with no road-related recreational uses
310	DEARTH BROOK	2 - HIGH CLEARANCE VEHICLES	0.13	High Risk/Moderate Benefit	Pemi	likely not needed	Landing is at start of this segment; can skid along this as a snowmo trail
310	DEARTH BROOK	2 - HIGH CLEARANCE VEHICLES	0.12	High Risk/Moderate Benefit	Pemi	likely not needed	Landing is earlier on 310; can skid along this as snowmobile trail
409	HEATH POND	1 - BASIC CUSTODIAL CARE (CLOSED)	0.76	High Risk/Moderate Benefit	Pemi	likely not needed	skid instead of maintaining road
438	BERRY FARM	1 - BASIC CUSTODIAL CARE (CLOSED)	0.27	Moderate Risk/Low Benefit	Pemi	likely not needed	not on or accessing FS lands

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Road ID #	Road Name	Maintenance Level	Mile	Risk/Benefit Matrix	District	TAP Recommendation	Comments/Rationale
439	ALGONQUIN BROOK	1 - BASIC CUSTODIAL CARE (CLOSED)	1.00	High Risk/Low Benefit	Pemi	likely not needed	enters Wilderness
606	BURLEIGH BROOK	1 - BASIC CUSTODIAL CARE (CLOSED)	0.08	Low Risk/Low Benefit	Pemi	likely not needed	FS gave ROW back in 2006
607	TALFORD BROOK	1 - BASIC CUSTODIAL CARE (CLOSED)	0.17	Moderate Risk/Low Benefit	Pemi	likely not needed	All MA 2.1 land this road accesses is in RACR roadless; no other benefits that would compel retention as a road
700	TUNNEL BROOK	3 - SUITABLE FOR PASSENGER CARS	1.02	High Risk/High Benefit	Pemi	likely not needed	Washed-out from TS Irene from intersections with FR147 to the town road
718	OLD PLYMOUTH ADMIN SITE	4 - MODERATE DEGREE OF USER COMFORT	0.04	Low Risk/Low Benefit	Pemi	likely not needed	no longer FS facility
804	AMMO RANGER STATION	4 - MODERATE DEGREE OF USER COMFORT	0.13	High Risk/Moderate Benefit	Pemi	likely not needed	No longer FS land
808	DECEPTION BROOK	1 - BASIC CUSTODIAL CARE (CLOSED)	0.48	Moderate Risk/Low Benefit	Pemi	likely not needed	All MA 2.1 land this road accesses is in RACR roadless; no other benefits that would compel retention as a road
4003.1	UNAUTHORIZED INVENTORY: 4003.1	1 - BASIC CUSTODIAL CARE (CLOSED)	0.18	High Risk/Moderate Benefit	Pemi	likely not needed	All MA 2.1 land this road accesses is in RACR roadless; no other benefits that would compel retention as a road
4003.1	UNAUTHORIZED INVENTORY: 4003.1	1 - BASIC CUSTODIAL CARE (CLOSED)	0.12	Moderate Risk/Moderate Benefit	Pemi	likely not needed	All MA 2.1 land this road accesses is in RACR roadless; no other benefits that would compel retention as a road
4003.2	UNAUTHORIZED INVENTORY: 4003.2	0	1.47	High Risk/Low Benefit	Pemi	likely not needed	All MA 2.1 land this road accesses is in RACR roadless; no other benefits that would compel retention as a road
4010	UNAUTHORIZED INVENTORY: 4010	1 - BASIC CUSTODIAL CARE (CLOSED)	0.08	Moderate Risk/Low Benefit	Pemi	likely not needed	could use as driveway (short non-system spur) to access landing if needed in future
4018	4018	1 - BASIC CUSTODIAL CARE (CLOSED)	0.00	Low Risk/Low Benefit	Pemi	likely not needed	-
4018	4018	1 - BASIC CUSTODIAL CARE (CLOSED)	0.08	Low Risk/Low Benefit	Pemi	likely not needed	could use as driveway (short non-system

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Road ID #	Road Name	Maintenance Level	Mile	Risk/Benefit Matrix	District	TAP Recommendation	Comments/Rationale
							spur) to access landing if needed in future
4020	4020	1 - BASIC CUSTODIAL CARE (CLOSED)	0.05	Low Risk/Low Benefit	Pemi	likely not needed	could use as driveway (short non-system spur) to access landing if needed in future
4023	4023	1 - BASIC CUSTODIAL CARE (CLOSED)	0.10	Low Risk/Low Benefit	Pemi	likely not needed	All MA 2.1 land this road accesses is in RACR roadless; no other benefits that would compel retention as a road
4024	4024	1 - BASIC CUSTODIAL CARE (CLOSED)	0.08	Low Risk/Low Benefit	Pemi	likely not needed	All MA 2.1 land this road accesses is in RACR roadless; no other benefits that would compel retention as a road
4027	UNAUTHORIZED INVENTORY: 4027	0	0.06	Low Risk/Low Benefit	Pemi	likely not needed	could use as driveway (short non-system spur) to access landing if needed in future
4064.2	UNAUTHORIZED INVENTORY: 4064.2	0	0.18	Moderate Risk/Low Benefit	Pemi	likely not needed	accesses MA 6.1 and not used for recreational access
4082	UNAUTHORIZED INVENTORY: 4082	1 - BASIC CUSTODIAL CARE (CLOSED)	0.08	Moderate Risk/Low Benefit	Pemi	likely not needed	could use as driveway (short non-system spur) to access landing if needed in future
4098	4098	1 - BASIC CUSTODIAL CARE (CLOSED)	0.40	High Risk/Moderate Benefit	Pemi	likely not needed	-
4139	UNAUTHORIZED INVENTORY: 4139	0	0.04	Low Risk/Low Benefit	Pemi	likely not needed	All MA 2.1 land this road accesses is in RACR roadless; no other benefits that would compel retention as a road
4139	UNAUTHORIZED INVENTORY: 4139	0	0.11	Low Risk/Moderate Benefit	Pemi	likely not needed	All MA 2.1 land this road accesses is in RACR roadless; no other benefits that would compel retention as a road
4139	UNAUTHORIZED INVENTORY: 4139	0	1.01	Moderate Risk/Low Benefit	Pemi	likely not needed	All MA 2.1 land this road accesses is in RACR roadless; no other benefits that would compel retention as a road
4142.1	UNAUTHORIZED INVENTORY: 4142.1	0	1.79	High Risk/Moderate Benefit	Pemi	likely not needed	-

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Road ID #	Road Name	Maintenance Level	Mile	Risk/Benefit Matrix	District	TAP Recommendation	Comments/Rationale
4142.2	UNAUTHORIZED INVENTORY: 4142.2	0	0.63	Low Risk/Low Benefit	Pemi	likely not needed	-
4184.1	UNAUTHORIZED INVENTORY: 4184.1	0	0.23	Low Risk/Low Benefit	Pemi	likely not needed	All MA 2.1 land this road accesses is in RACR roadless; no other benefits that would compel retention as a road
4200	UNAUTHORIZED INVENTORY: 4200	0	0.18	Low Risk/Low Benefit	Pemi	likely not needed	-
4219	UNAUTHORIZED INVENTORY: 4219	0	2.21	Moderate Risk/Moderate Benefit	Pemi	likely not needed	poor location; can skid to driveways off NH-118
4264	UNAUTHORIZED INVENTORY: 4264	0	0.92	Moderate Risk/Moderate Benefit	Pemi	likely not needed	straight up very steep area and crosses MA 6.2
4334	UNAUTHORIZED INVENTORY: 4334	0	0.34	Moderate Risk/Low Benefit	Pemi	likely not needed	-
4356	UNAUTHORIZED INVENTORY: 4356	0	0.24	Low Risk/Low Benefit	Pemi	likely not needed	-
4358	UNAUTHORIZED INVENTORY: 4358	1 - BASIC CUSTODIAL CARE (CLOSED)	0.08	Low Risk/Moderate Benefit	Pemi	likely not needed	could use as driveway (short non-system spur) to access landing if needed in future
6107	UNAUTHORIZED INVENTORY: 6107	0	0.62	Low Risk/Moderate Benefit	Pemi	likely not needed	convert to trail
6109	UNAUTHORIZED INVENTORY: 6109	0	0.06	Low Risk/Low Benefit	Pemi	likely not needed	could use as driveway (short non-system spur) to access landing if needed in future
6114	UNAUTHORIZED INVENTORY: 6114	0	0.10	Low Risk/Low Benefit	Pemi	likely not needed	could use as driveway (short non-system spur) to access landing if needed in future
6125	UNAUTHORIZED INVENTORY: 6125	0	0.36	High Risk/Low Benefit	Pemi	likely not needed	can skid from the accessed by the only road segment that isn't in RACR
6126	UNAUTHORIZED INVENTORY: 6126	0	0.13	Moderate Risk/Low Benefit	Pemi	likely not needed	All MA 2.1 land this road accesses is in RACR roadless; no other benefits that would compel retention as a road

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Road ID #	Road Name	Maintenance Level	Mile	Risk/Benefit Matrix	District	TAP Recommendation	Comments/Rationale
6127	UNAUTHORIZED INVENTORY: 6127	0	0.06	Low Risk/Low Benefit	Pemi	likely not needed	All MA 2.1 land this road accesses is in RACR roadless; no other benefits that would compel retention as a road
6128	UNAUTHORIZED INVENTORY: 6128	0	0.17	Moderate Risk/Low Benefit	Pemi	likely not needed	can skid to 774
6132	UNAUTHORIZED INVENTORY: 6132	0	0.07	Moderate Risk/Low Benefit	Pemi	likely not needed	Landing is earlier on 310; can skid along this as snowmobile trail
6138	CONVERT: 6138	0	0.91	Moderate Risk/Low Benefit	Pemi	likely not needed	convert to trail only; part of Crawford decision
6139	UNAUTHORIZED INVENTORY: 6139	0	0.81	Low Risk/Low Benefit	Pemi	likely not needed	convert to trail only; part of Crawford decision
6139	UNAUTHORIZED INVENTORY: 6139	0	1.75	Moderate Risk/Low Benefit	Pemi	likely not needed	convert to trail only; part of Crawford decision
6146	UNAUTHORIZED INVENTORY: 6146	0	3.68	Low Risk/Moderate Benefit	Pemi	likely not needed	All MA 2.1 land this road accesses is in RACR roadless; no other benefits that would compel retention as a road
6152	UNAUTHORIZED INVENTORY: 6152	0	1.12	High Risk/Moderate Benefit	Pemi	likely not needed	can skid instead; state forest has access on Town road
6155	CONVERTED: 6155	0	0.26	Low Risk/Low Benefit	Pemi	likely not needed	convert to trail only; part of Crawford decision
6158	UNAUTHORIZED INVENTORY: 6158	0	1.19	Moderate Risk/Low Benefit	Pemi	likely not needed	part of Crawford decision
6161	ROAD 6161	0	1.29	Low Risk/Low Benefit	Pemi	likely not needed	-
6178	UNAUTHORIZED INVENTORY: 6178	0	0.09	Moderate Risk/Low Benefit	Pemi	likely not needed	could use as driveway (short non-system spur) to access landing if needed in future
6183.2	UNAUTHORIZED INVENTORY: 6183.2	0	0.54	Moderate Risk/Moderate Benefit	Pemi	likely not needed	skid to 6183.1 or 620
6195	UNAUTHORIZED INVENTORY: 6195	0	0.86	Moderate Risk/Low Benefit	Pemi	likely not needed	Not proposed for use in Bowen Brook; no other identified needs

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Road ID #	Road Name	Maintenance Level	Mile	Risk/Benefit Matrix	District	TAP Recommendation	Comments/Rationale
6198.2	UNAUTHORIZED INVENTORY: 6198.2	0	0.61	Moderate Risk/Low Benefit	Pemi	likely not needed	All MA 2.1 land this road accesses is in RACR roadless; no other benefits that would compel retention as a road
6200	UNAUTHORIZED INVENTORY: 6200	0	0.70	Moderate Risk/Moderate Benefit	Pemi	likely not needed	can't access without 187
6206	UNAUTHORIZED INVENTORY: 6206	0	0.14	Moderate Risk/Low Benefit	Pemi	likely not needed	-
6207	UNAUTHORIZED INVENTORY: 6207	0	0.09	Moderate Risk/Low Benefit	Pemi	likely not needed	-
6220	UNAUTHORIZED INVENTORY: 6220	0	0.02	Low Risk/Low Benefit	Pemi	likely not needed	could use as driveway (short non-system spur) to access landing if needed in future
6221	UNAUTHORIZED INVENTORY: 6221	0	1.66	High Risk/Moderate Benefit	Pemi	likely not needed	Class 6 road; FR 353 exists as by-pass to access area; several stone walls and culverts; currently a snowmobile trail
6221	UNAUTHORIZED INVENTORY: 6221	0	0.27	Low Risk/Moderate Benefit	Pemi	likely not needed	Class 6 road; FR 353 exists as by-pass to access area; several stone walls and culverts; currently a snowmobile trail
6222	UNAUTHORIZED INV: 6222	0	0.24	Moderate Risk/Low Benefit	Pemi	likely not needed	Alternate access exists
6223	UNAUTHORIZED INV: 6223	0	0.62	Moderate Risk/Low Benefit	Pemi	likely not needed	Access to this area is from west
6226	UNAUTHORIZED INV: 6226	0	0.16	High Risk/Moderate Benefit	Pemi	likely not needed	old dozer trail
6226	UNAUTHORIZED INV: 6226	0	0.20	Moderate Risk/Low Benefit	Pemi	likely not needed	-
6228	UNAUTHORIZED INV: 6228	0	0.44	Moderate Risk/Low Benefit	Pemi	likely not needed	-
6229	UNAUTHORIZED INV: 6229	0	1.28	High Risk/Low Benefit	Pemi	likely not needed	Barely discernible on the ground and not used
6230	UNAUTHORIZED INV: 6230	1 - BASIC CUSTODIAL CARE (CLOSED)	0.89	Moderate Risk/Moderate Benefit	Pemi	likely not needed	Last harvest, used as skid trail not road

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Road ID #	Road Name	Maintenance Level	Mile	Risk/Benefit Matrix	District	TAP Recommendation	Comments/Rationale
6231	UNAUTHORIZED INVENTORY: 6231	0	1.26	Moderate Risk/Low Benefit	Pemi	likely not needed	No evident needs; no harvest proposed in Bowen Brook; if PVT landowner needs it, they can maintain it
6233	UNAUTHORIZED INVENTORY: 6233	0	0.45	Moderate Risk/Low Benefit	Pemi	likely not needed	Other access exists
6237	UNAUTHORIZED INVENTORY: 6237	0	0.79	Moderate Risk/Low Benefit	Pemi	likely not needed	All MA 2.1 land this road accesses is in RACR roadless; no other benefits that would compel retention as a road
6238	UNAUTHORIZED INVENTORY: 6238	0	0.59	Low Risk/Low Benefit	Pemi	likely not needed	All MA 2.1 land this road accesses is in RACR roadless; no other benefits that would compel retention as a road
6238	UNAUTHORIZED INVENTORY: 6238	0	0.34	Moderate Risk/Low Benefit	Pemi	likely not needed	All MA 2.1 land this road accesses is in RACR roadless; no other benefits that would compel retention as a road
6239.1	UNAUTHORIZED INVENTORY: 6239.1	0	0.50	Low Risk/Low Benefit	Pemi	likely not needed	All MA 2.1 land this road accesses is in RACR roadless; no other benefits that would compel retention as a road
6239.1	UNAUTHORIZED INVENTORY: 6239.1	0	0.53	Moderate Risk/Low Benefit	Pemi	likely not needed	All MA 2.1 land this road accesses is in RACR roadless; no other benefits that would compel retention as a road
6239.2	UNAUTHORIZED INVENTORY: 6239.2	0	0.72	Low Risk/Low Benefit	Pemi	likely not needed	Road in AT MA; accessed by roads in RACR proposed as LNN
6241	UNAUTHORIZED INVENTORY: 6241	1 - BASIC CUSTODIAL CARE (CLOSED)	1.26	High Risk/Low Benefit	Pemi	likely not needed	All MA 2.1 land accessed is RACR roadless; may need to keep a short driveway to access the trailhead
6242.1	UNAUTHORIZED INV: 6242.1	0	0.48	High Risk/High Benefit	Pemi	likely not needed	convert to trail only unless pipeline agreement requires retention as a road
6242.1	UNAUTHORIZED INV: 6242.1	0	0.36	High Risk/Moderate Benefit	Pemi	likely not needed	convert to trail only unless pipeline agreement requires retention as a road

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Road ID #	Road Name	Maintenance Level	Mile	Risk/Benefit Matrix	District	TAP Recommendation	Comments/Rationale
6246	UNAUTHORIZED INVENTORY: 6246	0	0.58	Moderate Risk/Moderate Benefit	Pemi	likely not needed	All MA 2.1 land this road accesses is in RACR roadless; no other benefits that would compel retention as a road
6248.2	UNAUTHORIZED INV: 6248.2	0	0.43	Low Risk/Low Benefit	Pemi	likely not needed	No evident needs; no harvest proposed in Bowen Brook
6250.1	CONVERT: 6250.1	0	0.35	High Risk/High Benefit	Pemi	likely not needed	convert to trail only
6250.1	CONVERT: 6250.1	0	0.18	Low Risk/High Benefit	Pemi	likely not needed	convert to trail only
6250.2	CONVERT: 6250.2	0	0.35	High Risk/Moderate Benefit	Pemi	likely not needed	convert to trail only
6250.3	CONVERT: 6250.3	0	1.98	High Risk/Moderate Benefit	Pemi	likely not needed	wet, steep, close to river
6254	UNAUTHORIZED INVENTORY: 6254	0	0.42	Moderate Risk/Moderate Benefit	Pemi	likely not needed	All MA 2.1 land this road accesses is in RACR roadless; no other benefits that would compel retention as a road
6269	UNAUTHORIZED INVENTORY: 6269	0	0.52	Moderate Risk/Moderate Benefit	Pemi	likely not needed	All MA 2.1 land this road accesses is in RACR roadless; no other benefits that would compel retention as a road
6270	UNAUTHORIZED INVENTORY: 6270	0	0.05	Moderate Risk/Low Benefit	Pemi	likely not needed	could use as driveway (short non-system spur) as needed
7030	NO NAME SOUTH	1 - BASIC CUSTODIAL CARE (CLOSED)	0.18	Moderate Risk/Low Benefit	Pemi	likely not needed	MA 6.2 so Plan requires decommissioning
8001	ROAD 8001	1 - BASIC CUSTODIAL CARE (CLOSED)	0.06	Low Risk/Low Benefit	Pemi	likely not needed	could use as driveway (short non-system spur) as needed
96249	UNAUTHORIZED INVENTORY: 96249	0	0.38	Moderate Risk/Low Benefit	Pemi	likely not needed	poor for haul and other access off route 3; proposed as Twin Mtn Bike path
101A	BEECH HILL SPUR A	2 - HIGH CLEARANCE VEHICLES	0.16	Low Risk/Low Benefit	Pemi	likely not needed	All MA 2.1 land this road accesses is in RACR roadless; no other benefits that would compel retention as a road
157A	BLACK BROOK SPUR A	1 - BASIC CUSTODIAL CARE (CLOSED)	0.62	Moderate Risk/Low Benefit	Pemi	likely not needed	All MA 2.1 land this road accesses is in RACR roadless; no other benefits that

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Road ID #	Road Name	Maintenance Level	Mile	Risk/Benefit Matrix	District	TAP Recommendation	Comments/Rationale
							would compel retention as a road
166A	MT CILLEY SPUR A	1 - BASIC CUSTODIAL CARE (CLOSED)	0.38	Low Risk/Moderate Benefit	Pemi	likely not needed	All MA 2.1 land this road accesses is in RACR roadless; no other benefits that would compel retention as a road
166B	MT CILLEY SPUR B	1 - BASIC CUSTODIAL CARE (CLOSED)	0.91	Moderate Risk/Low Benefit	Pemi	likely not needed	All MA 2.1 land this road accesses is in RACR roadless; no other benefits that would compel retention as a road
30B	TRIPOLI SPUR B	1 - BASIC CUSTODIAL CARE (CLOSED)	0.06	Moderate Risk/Moderate Benefit	Pemi	likely not needed	could use as driveway (short non-system spur) to access landing if needed in future
30C	TRIPOLI SPUR C	1 - BASIC CUSTODIAL CARE (CLOSED)	0.10	Moderate Risk/Moderate Benefit	Pemi	likely not needed	could use as driveway (short non-system spur) to access landing if needed in future
353A	PETTY BROOK SPUR A	1 - BASIC CUSTODIAL CARE (CLOSED)	0.65	Low Risk/Low Benefit	Pemi	likely not needed	Bowen Brook proposes to use it as a skid trail because of need for water crossing
4139C	UNAUTHORIZED INVENTORY: 4139C	0	0.12	Moderate Risk/Low Benefit	Pemi	likely not needed	All MA 2.1 land this road accesses is in RACR roadless; no other benefits that would compel retention as a road
4139D	UNAUTHORIZED INVENTORY: 4139D	0	0.23	Moderate Risk/Low Benefit	Pemi	likely not needed	All MA 2.1 land this road accesses is in RACR roadless; no other benefits that would compel retention as a road
4200A	UNAUTHORIZED INVENTORY: 4200A	0	0.23	Low Risk/Low Benefit	Pemi	likely not needed	-
4327A	UNAUTHORIZED INVENTORY: 4327A	0	0.13	Moderate Risk/Low Benefit	Pemi	likely not needed	-
4327B	UNAUTHORIZED INVENTORY: 4327B	0	0.07	Low Risk/Low Benefit	Pemi	likely not needed	-
4327C	UNAUTHORIZED INVENTORY: 4327C	0	0.20	Low Risk/Low Benefit	Pemi	likely not needed	-

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Road ID #	Road Name	Maintenance Level	Mile	Risk/Benefit Matrix	District	TAP Recommendation	Comments/Rationale
6155A	CONVERTED: 6155A	0	0.10	Moderate Risk/Low Benefit	Pemi	likely not needed	convert to trail only; part of Crawford decision
6155B	CONVERTED: 6155B	0	1.12	High Risk/Moderate Benefit	Pemi	likely not needed	convert to trail only; part of Crawford decision
6207A	UNAUTHORIZED INVENTORY: 6207A	0	0.11	Moderate Risk/Low Benefit	Pemi	likely not needed	-
6239A.1	UNAUTHORIZED INV: 6239A.1	0	0.12	Low Risk/Low Benefit	Pemi	likely not needed	All MA 2.1 land this road accesses is in RACR roadless; no other benefits that would compel retention as a road
6239A.2	UNAUTHORIZED INV: 6239A.2	0	0.27	Moderate Risk/Low Benefit	Pemi	likely not needed	All MA 2.1 land this road accesses is in RACR roadless; no other benefits that would compel retention as a road
6239B	UNAUTHORIZED INV: 6239B	0	0.03	Low Risk/Low Benefit	Pemi	likely not needed	All MA 2.1 land this road accesses is in RACR roadless; no other benefits that would compel retention as a road
6239B	UNAUTHORIZED INV: 6239B	0	0.27	Moderate Risk/Low Benefit	Pemi	likely not needed	All MA 2.1 land this road accesses is in RACR roadless; no other benefits that would compel retention as a road
6239T	DECOMM: 6239T	0	0.21	Moderate Risk/Low Benefit	Pemi	likely not needed	All MA 2.1 land this road accesses is in RACR roadless; no other benefits that would compel retention as a road
69A	CAMPTON RECREATION AREA SPUR A	3 - SUITABLE FOR PASSENGER CARS	0.03	Moderate Risk/Low Benefit	Pemi	likely not needed	decommissioned in decision for Campton Day Use area
69A	CAMPTON RECREATION AREA SPUR A	3 - SUITABLE FOR PASSENGER CARS	0.25	Moderate Risk/Moderate Benefit	Pemi	likely not needed	decommissioned in decision for Campton Day Use area
98B	SANDWICH NOTCH SPUR B	1 - BASIC CUSTODIAL CARE (CLOSED)	0.04	Moderate Risk/Low Benefit	Pemi	likely not needed	could use as driveway (short non-system spur) as needed
U-0003	UNAUTHORIZED INVENTORY: U-0003	0	0.16	Low Risk/Low Benefit	Pemi	likely not needed	could use as driveway (short non-system spur) as needed
U-0004	UNAUTHORIZED INVENTORY: U-0004	0	0.32	Low Risk/Low Benefit	Pemi	likely not needed	accesses steep 6.1 land

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Road ID #	Road Name	Maintenance Level	Mile	Risk/Benefit Matrix	District	TAP Recommendation	Comments/Rationale
U-0008	UNAUTHORIZED INVENTORY: U-0008	0	0.04	Low Risk/Low Benefit	Pemi	likely not needed	could use as driveway (short non-system spur) as needed
14	CHERRY MOUNTAIN	3 - SUITABLE FOR PASSENGER CARS	3.94	High Risk/High Benefit	Pemi	needed	high recreational use, including designated dispersed camping; commuter short-cut
14	CHERRY MOUNTAIN	3 - SUITABLE FOR PASSENGER CARS	0.03	High Risk/Moderate Benefit	Pemi	needed	high recreational use, including designated dispersed camping; commuter short-cut
16	ZEALAND	3 - SUITABLE FOR PASSENGER CARS	2.63	High Risk/High Benefit	Pemi	needed	access to trailheads and other recreational uses; Bethlehem water supply dam; access for long-term forestry/wildlife management
16	ZEALAND	3 - SUITABLE FOR PASSENGER CARS	0.12	High Risk/High Benefit	Pemi	needed	change to ML 4; access to campgrounds
16	ZEALAND	3 - SUITABLE FOR PASSENGER CARS	0.42	High Risk/High Benefit	Pemi	needed	change to ML 4; access to campgrounds and adjacent to campsites (dust abatement)
16	ZEALAND	3 - SUITABLE FOR PASSENGER CARS	0.34	Moderate Risk/High Benefit	Pemi	needed	change to ML 4; access to campgrounds
16	ZEALAND	3 - SUITABLE FOR PASSENGER CARS	0.01	Moderate Risk/High Benefit	Pemi	needed	change to ML 4; access to picnic area and campgrounds
19	LONG POND	3 - SUITABLE FOR PASSENGER CARS	7.04	High Risk/High Benefit	Pemi	needed	major public use road
19	LONG POND	3 - SUITABLE FOR PASSENGER CARS	0.33	Moderate Risk/High Benefit	Pemi	needed	major public use road
23	HAZELTON BROOK	1 - BASIC CUSTODIAL CARE (CLOSED)	0.54	Moderate Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management
23	HAZELTON BROOK	2 - HIGH CLEARANCE VEHICLES	0.80	High Risk/Moderate Benefit	Pemi	needed	access for long-term forestry/wildlife management including wildlife openings
23	HAZELTON BROOK	2 - HIGH CLEARANCE VEHICLES	0.00	Moderate Risk/Low Benefit	Pemi	needed	access for long-term forestry/wildlife management including wildlife openings
25	GALE RIVER NORTH	3 - SUITABLE FOR PASSENGER CARS	1.22	High Risk/High Benefit	Pemi	needed	maintain as ML 3 past dispersed campsites and then change to ML 2; access to dispersed camping

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Road ID #	Road Name	Maintenance Level	Mile	Risk/Benefit Matrix	District	TAP Recommendation	Comments/Rationale
							and trailhead; access for long-term forestry/wildlife management; change objective to ML 3
25	GALE RIVER NORTH	3 - SUITABLE FOR PASSENGER CARS	0.01	High Risk/Moderate Benefit	Pemi	needed	change to ML 2; access for long-term forestry/wildlife management
25	GALE RIVER NORTH	3 - SUITABLE FOR PASSENGER CARS	1.34	Moderate Risk/High Benefit	Pemi	needed	access to dispersed camping and trailhead; access for long-term forestry/wildlife management
29	WALKER BROOK	2 - HIGH CLEARANCE VEHICLES	1.34	Moderate Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management
29	WALKER BROOK	2 - HIGH CLEARANCE VEHICLES	0.27	Moderate Risk/Moderate Benefit	Pemi	needed	Access for long-term forestry/wildlife management
30	TRIPOLI	3 - SUITABLE FOR PASSENGER CARS	1.02	High Risk/High Benefit	Pemi	needed	change to ML 4 because it is paved
30	TRIPOLI	3 - SUITABLE FOR PASSENGER CARS	7.32	High Risk/High Benefit	Pemi	needed	high recreation and public use
30	TRIPOLI	3 - SUITABLE FOR PASSENGER CARS	0.58	Moderate Risk/High Benefit	Pemi	needed	change to ML 4 because it is paved
30	TRIPOLI	3 - SUITABLE FOR PASSENGER CARS	0.08	Moderate Risk/High Benefit	Pemi	needed	high recreation and public use
31	HIX MOUNTAIN	1 - BASIC CUSTODIAL CARE (CLOSED)	0.45	High Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management; will be part of Wanosha IRP
31	HIX MOUNTAIN	1 - BASIC CUSTODIAL CARE (CLOSED)	0.26	Moderate Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management; will be part of Wanosha IRP
31	HIX MOUNTAIN	2 - HIGH CLEARANCE VEHICLES	1.87	High Risk/Moderate Benefit	Pemi	needed	Access for long-term forestry/wildlife management; will be part of Wanosha IRP
31	HIX MOUNTAIN	2 - HIGH CLEARANCE VEHICLES	0.19	High Risk/Moderate Benefit	Pemi	needed	change to ML 3; part of Tripoli camping decision
51	SMARTS BROOK	1 - BASIC CUSTODIAL CARE (CLOSED)	0.34	Moderate Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management
51	SMARTS BROOK	2 - HIGH CLEARANCE VEHICLES	0.12	Low Risk/High Benefit	Pemi	needed	change to ML 1; Access for long-term forestry/wildlife management

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Road ID #	Road Name	Maintenance Level	Mile	Risk/Benefit Matrix	District	TAP Recommendation	Comments/Rationale
51	SMARTS BROOK	2 - HIGH CLEARANCE VEHICLES	1.06	Moderate Risk/High Benefit	Pemi	needed	change to ML 1; Access for long-term forestry/wildlife management
51	SMARTS BROOK	2 - HIGH CLEARANCE VEHICLES	0.17	Moderate Risk/Moderate Benefit	Pemi	needed	change to ML 1; Access for long-term forestry/wildlife management
52	DRAKE BROOK	3 - SUITABLE FOR PASSENGER CARS	0.05	Moderate Risk/High Benefit	Pemi	needed	Trailhead access; electrical facility access
53	LIVERMORE	2 - HIGH CLEARANCE VEHICLES	0.30	Low Risk/High Benefit	Pemi	needed	recreation and long-term forestry/wildlife management
53	LIVERMORE	2 - HIGH CLEARANCE VEHICLES	1.76	Moderate Risk/High Benefit	Pemi	needed	recreation and long-term forestry/wildlife management
53	LIVERMORE	2 - HIGH CLEARANCE VEHICLES	2.74	Moderate Risk/Moderate Benefit	Pemi	needed	north of switchback is not needed as road; recreation and forestry/wildlife management
53	LIVERMORE	3 - SUITABLE FOR PASSENGER CARS	0.09	Moderate Risk/High Benefit	Pemi	needed	change to ML 2; recreation and forestry/wildlife management
53	LIVERMORE	3 - SUITABLE FOR PASSENGER CARS	0.05	Moderate Risk/High Benefit	Pemi	needed	change to ML 2; recreation and long-term forestry/wildlife management
55	MAD SANDWICH	1 - BASIC CUSTODIAL CARE (CLOSED)	0.27	Moderate Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management
61	GORDON BROOK	1 - BASIC CUSTODIAL CARE (CLOSED)	0.16	Low Risk/High Benefit	Pemi	needed	Access for long-term forestry/wildlife management
61	GORDON BROOK	1 - BASIC CUSTODIAL CARE (CLOSED)	0.02	Low Risk/Moderate Benefit	Pemi	needed	change to ML2 for access to reservoir
61	GORDON BROOK	2 - HIGH CLEARANCE VEHICLES	0.40	Moderate Risk/High Benefit	Pemi	needed	Access for long-term forestry/wildlife management and to reservoir
69	CAMPTON RECREATION AREA	4 - MODERATE DEGREE OF USER COMFORT	0.07	Low Risk/Moderate Benefit	Pemi	needed	access to day use parking
76	HOWE HILL	1 - BASIC CUSTODIAL CARE (CLOSED)	0.25	Low Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management; part of Pemi NW decision
87	PEMI EAST SIDE	2 - HIGH CLEARANCE VEHICLES	0.08	Low Risk/Moderate Benefit	Pemi	needed	accesses Franconia Brook CG
87	PEMI EAST SIDE	2 - HIGH CLEARANCE VEHICLES	1.53	Moderate Risk/Low Benefit	Pemi	needed	accesses Franconia Brook CG

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Road ID #	Road Name	Maintenance Level	Mile	Risk/Benefit Matrix	District	TAP Recommendation	Comments/Rationale
87	PEMI EAST SIDE	2 - HIGH CLEARANCE VEHICLES	1.29	Moderate Risk/Moderate Benefit	Pemi	needed	accesses Franconia Brook CG
90	RUSSELL POND RECREATION AREA	4 - MODERATE DEGREE OF USER COMFORT	0.05	Low Risk/Moderate Benefit	Pemi	needed	access for recreation site
90	RUSSELL POND RECREATION AREA	4 - MODERATE DEGREE OF USER COMFORT	2.00	Moderate Risk/High Benefit	Pemi	needed	access for recreation site
90	RUSSELL POND RECREATION AREA	4 - MODERATE DEGREE OF USER COMFORT	0.30	Moderate Risk/Moderate Benefit	Pemi	needed	access for recreation site
91	REEL BROOK	2 - HIGH CLEARANCE VEHICLES	0.42	High Risk/High Benefit	Pemi	needed	Town indicates this is a town road; accesses trailhead (Reel Brook, which leads to the AT), small piece of non-RACR 2.1, and private lands
92	SOUTH GALE	4 - MODERATE DEGREE OF USER COMFORT	1.95	High Risk/High Benefit	Pemi	needed	change to ML 3; high recreation use
92	SOUTH GALE	4 - MODERATE DEGREE OF USER COMFORT	0.09	Low Risk/Moderate Benefit	Pemi	needed	change to ML 3; high recreation use
92	SOUTH GALE	4 - MODERATE DEGREE OF USER COMFORT	1.06	Moderate Risk/High Benefit	Pemi	needed	change to ML 3; high recreation use
92	SOUTH GALE	4 - MODERATE DEGREE OF USER COMFORT	0.03	Moderate Risk/Moderate Benefit	Pemi	needed	change to ML 3; high recreation use
93	MILL BROOK	3 - SUITABLE FOR PASSENGER CARS	0.58	High Risk/High Benefit	Pemi	needed	Change to ML 2; Access for long-term forestry/wildlife management
93	MILL BROOK	3 - SUITABLE FOR PASSENGER CARS	1.70	High Risk/Moderate Benefit	Pemi	needed	Change to ML 2; Access for long-term forestry/wildlife management
100	WHITE MOUNTAIN DRIVE	5 - HIGH DEGREE OF USER COMFORT	0.65	Low Risk/Low Benefit	Pemi	needed	Driveway accessing Forest Headquarters office
107	JEFFERS MOUNTAIN	2 - HIGH CLEARANCE VEHICLES	0.54	Moderate Risk/High Benefit	Pemi	needed	change to ML 1; Access for long-term forestry/wildlife management; road also is a hiking and snowmobile trail
107	JEFFERS MOUNTAIN	2 - HIGH CLEARANCE VEHICLES	0.14	Moderate Risk/Low Benefit	Pemi	needed	change to ML 1; Access for long-term forestry/wildlife management; road also is a hiking and snowmobile trail

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Road ID #	Road Name	Maintenance Level	Mile	Risk/Benefit Matrix	District	TAP Recommendation	Comments/Rationale
108	WACHIPAUKA	1 - BASIC CUSTODIAL CARE (CLOSED)	0.99	High Risk/High Benefit	Pemi	needed	access to private land; change to ML 2 in to private lands; administrative vehicle access to Wachipauka Pond desirable; need to address resource damage
108	WACHIPAUKA	1 - BASIC CUSTODIAL CARE (CLOSED)	0.47	High Risk/Moderate Benefit	Pemi	needed	convert to trail from private lands to Wachipauka Pond
108	WACHIPAUKA	1 - BASIC CUSTODIAL CARE (CLOSED)	0.13	Moderate Risk/High Benefit	Pemi	needed	change to ML 2; access for long-term forestry/wildlife management; access to private land; administrative vehicle access to Wachipauka Pond desirable
112	BUZZELL BROOK	2 - HIGH CLEARANCE VEHICLES	0.10	Moderate Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management
112	BUZZELL BROOK	2 - HIGH CLEARANCE VEHICLES	0.93	Moderate Risk/Moderate Benefit	Pemi	needed	Access for long-term forestry/wildlife management
113	STINSON MOUNTAIN	2 - HIGH CLEARANCE VEHICLES	0.37	Low Risk/Moderate Benefit	Pemi	needed	Access for long-term forestry/wildlife management
113	STINSON MOUNTAIN	2 - HIGH CLEARANCE VEHICLES	1.15	Moderate Risk/Moderate Benefit	Pemi	needed	Access for long-term forestry/wildlife management
116	HARDY BROOK	1 - BASIC CUSTODIAL CARE (CLOSED)	0.44	Moderate Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management
116	HARDY BROOK	1 - BASIC CUSTODIAL CARE (CLOSED)	1.20	Moderate Risk/Moderate Benefit	Pemi	needed	Access for long-term forestry/wildlife management
117	THOMPSON BROOK	1 - BASIC CUSTODIAL CARE (CLOSED)	1.19	High Risk/Moderate Benefit	Pemi	needed	Access for long-term forestry/wildlife management
123	OLIVERIAN	2 - HIGH CLEARANCE VEHICLES	0.08	Low Risk/Low Benefit	Pemi	needed	accesses Oliverian dam outlet
126	SUGAR LOAF II CAMPGROUND	4 - MODERATE DEGREE OF USER COMFORT	0.50	Low Risk/Low Benefit	Pemi	needed	Campground access
127	WHITCHER BROOK	2 - HIGH CLEARANCE VEHICLES	0.40	High Risk/High Benefit	Pemi	needed	Campground access
127	WHITCHER BROOK	2 - HIGH CLEARANCE VEHICLES	0.17	High Risk/High Benefit	Pemi	needed	change to ML 1 because already maintained in ML 1 condition
127	WHITCHER BROOK	2 - HIGH CLEARANCE VEHICLES	0.15	High Risk/Moderate Benefit	Pemi	needed	change to ML 1 because already

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Road ID #	Road Name	Maintenance Level	Mile	Risk/Benefit Matrix	District	TAP Recommendation	Comments/Rationale
							maintained in ML 1 condition
127	WHITCHER BROOK	2 - HIGH CLEARANCE VEHICLES	0.39	Moderate Risk/Moderate Benefit	Pemi	needed	change to ML 1 because already maintained in ML 1 condition
128	WATERVILLE CAMPGROUND	4 - MODERATE DEGREE OF USER COMFORT	0.01	Low Risk/Low Benefit	Pemi	needed	Campground access
128	WATERVILLE CAMPGROUND	4 - MODERATE DEGREE OF USER COMFORT	0.39	Moderate Risk/Low Benefit	Pemi	needed	Campground access
130	WILDWOOD CAMPGROUND	4 - MODERATE DEGREE OF USER COMFORT	0.22	Low Risk/Moderate Benefit	Pemi	needed	Wildwood CG access
130	WILDWOOD CAMPGROUND	4 - MODERATE DEGREE OF USER COMFORT	0.00	Moderate Risk/Low Benefit	Pemi	needed	Wildwood CG access
130	WILDWOOD CAMPGROUND	4 - MODERATE DEGREE OF USER COMFORT	0.02	Moderate Risk/Moderate Benefit	Pemi	needed	Wildwood CG access
131	ZEALAND CAMPGROUND	4 - MODERATE DEGREE OF USER COMFORT	0.14	Low Risk/Low Benefit	Pemi	needed	Campground access
131	ZEALAND CAMPGROUND	4 - MODERATE DEGREE OF USER COMFORT	0.00	Low Risk/Moderate Benefit	Pemi	needed	Campground access
133	HANCOCK CAMPGROUND	3 - SUITABLE FOR PASSENGER CARS	0.15	Low Risk/Low Benefit	Pemi	needed	change to ML 4; campground access
145	DAVIS BROOK	1 - BASIC CUSTODIAL CARE (CLOSED)	0.67	High Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management
146	RAMSEY BASIN	1 - BASIC CUSTODIAL CARE (CLOSED)	0.22	High Risk/Moderate Benefit	Pemi	needed	Access for long-term forestry/wildlife management including wildlife opening
146	RAMSEY BASIN	1 - BASIC CUSTODIAL CARE (CLOSED)	0.52	Moderate Risk/Moderate Benefit	Pemi	needed	Access for long-term forestry/wildlife management including wildlife opening
147	FINNEGAN SPUR	1 - BASIC CUSTODIAL CARE (CLOSED)	0.09	Moderate Risk/Low Benefit	Pemi	needed	accesses existing landing
153	THORNTON GAP WEST	1 - BASIC CUSTODIAL CARE (CLOSED)	0.20	Moderate Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management
153	THORNTON GAP WEST	1 - BASIC CUSTODIAL CARE (CLOSED)	0.15	Moderate Risk/Moderate Benefit	Pemi	needed	Access for long-term forestry/wildlife management
155	ROSE BROOK	2 - HIGH CLEARANCE VEHICLES	0.42	Moderate Risk/High Benefit	Pemi	needed	Access for long-term forestry/wildlife management, including wildlife

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Road ID #	Road Name	Maintenance Level	Mile	Risk/Benefit Matrix	District	TAP Recommendation	Comments/Rationale
							openings; access to helipad site
155	ROSE BROOK	2 - HIGH CLEARANCE VEHICLES	1.50	Moderate Risk/High Benefit	Pemi	needed	change to ML 1; Access for long-term forestry/wildlife management
156	ELBOW POND	2 - HIGH CLEARANCE VEHICLES	0.42	High Risk/Moderate Benefit	Pemi	needed	change to ML 3 to be consistent with start of road; access for camping, fishing, boating, etc.
156	ELBOW POND	2 - HIGH CLEARANCE VEHICLES	0.23	Moderate Risk/High Benefit	Pemi	needed	change to ML 3 to be consistent with start of road; access for camping, fishing, boating, etc.
156	ELBOW POND	3 - SUITABLE FOR PASSENGER CARS	0.51	High Risk/High Benefit	Pemi	needed	access for camping, fishing, boating, etc.
156	ELBOW POND	3 - SUITABLE FOR PASSENGER CARS	0.13	Moderate Risk/High Benefit	Pemi	needed	access for camping, fishing, boating, etc.
160	CAMPTON CAMPGROUND	3 - SUITABLE FOR PASSENGER CARS	0.09	Low Risk/High Benefit	Pemi	needed	change to ML 4; currently paved and should remain so
160	CAMPTON CAMPGROUND	3 - SUITABLE FOR PASSENGER CARS	0.04	Low Risk/Moderate Benefit	Pemi	needed	campground access
160	CAMPTON CAMPGROUND	3 - SUITABLE FOR PASSENGER CARS	0.04	Low Risk/Moderate Benefit	Pemi	needed	change to ML 4; currently paved and should remain so
163	JACKMAN BROOK	1 - BASIC CUSTODIAL CARE (CLOSED)	1.12	Moderate Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management
164	OSCAR MOUNTAIN	1 - BASIC CUSTODIAL CARE (CLOSED)	0.51	Moderate Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management
165	UPPER FALLS	2 - HIGH CLEARANCE VEHICLES	0.44	Moderate Risk/Moderate Benefit	Pemi	needed	part of Crawford decision
170	LITTLE TUNNEL BROOK	2 - HIGH CLEARANCE VEHICLES	1.07	Moderate Risk/Low Benefit	Pemi	needed	Change to ML 1; Access for long-term forestry/wildlife management and wildlife openings; changing to ML 1 because access is over a temporary bridge
171	BUNGA JAR	2 - HIGH CLEARANCE VEHICLES	1.11	High Risk/Low Benefit	Pemi	needed	Change to ML 1; Access for long-term forestry/wildlife management and wildlife openings; changing to ML 1 because access is over a temporary bridge

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Road ID #	Road Name	Maintenance Level	Mile	Risk/Benefit Matrix	District	TAP Recommendation	Comments/Rationale
171	BUNGA JAR	2 - HIGH CLEARANCE VEHICLES	1.20	High Risk/Moderate Benefit	Pemi	needed	Change to ML 1; Access for long-term forestry/wildlife management and wildlife openings; changing to ML 1 because access is over a temporary bridge
171	BUNGA JAR	2 - HIGH CLEARANCE VEHICLES	0.02	Moderate Risk/Moderate Benefit	Pemi	needed	Change to ML 1; Access for long-term forestry/wildlife management and wildlife openings; changing to ML 1 because access is over a temporary bridge
180	ABBOTT HILL	1 - BASIC CUSTODIAL CARE (CLOSED)	0.48	Moderate Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management
181	PRIEST HILL	1 - BASIC CUSTODIAL CARE (CLOSED)	0.56	High Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management
182	PROFILE	1 - BASIC CUSTODIAL CARE (CLOSED)	0.27	Moderate Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management
183	WILD AMMONOOS UC	1 - BASIC CUSTODIAL CARE (CLOSED)	0.81	Moderate Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management
184	DOWNING MOUNTAIN	1 - BASIC CUSTODIAL CARE (CLOSED)	0.04	Low Risk/Low Benefit	Pemi	needed	access to wildlife opening (WLO)
185	BLUE RIDGE NORTH	1 - BASIC CUSTODIAL CARE (CLOSED)	0.10	Low Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management
186	BREEZY POINT	1 - BASIC CUSTODIAL CARE (CLOSED)	0.67	High Risk/High Benefit	Pemi	needed	change to ML 2 - currently open to WLO; Access for long-term forestry/wildlife management including wildlife opening; also a hiking and snowmobile trail
190	TITUS BROOK	1 - BASIC CUSTODIAL CARE (CLOSED)	1.72	High Risk/Moderate Benefit	Pemi	needed	-
190	TITUS BROOK	2 - HIGH CLEARANCE VEHICLES	1.00	Moderate Risk/Moderate Benefit	Pemi	needed	access for long-term forestry/wildlife management
191	BLUEBERRY MOUNTAIN	1 - BASIC CUSTODIAL CARE (CLOSED)	0.00	Low Risk/Low Benefit	Pemi	needed	access for long-term forestry/wildlife management
191	BLUEBERRY MOUNTAIN	1 - BASIC CUSTODIAL CARE (CLOSED)	0.44	Low Risk/Moderate Benefit	Pemi	needed	access for long-term forestry/wildlife management
191	BLUEBERRY MOUNTAIN	1 - BASIC CUSTODIAL CARE (CLOSED)	0.48	Moderate Risk/Low Benefit	Pemi	needed	access for long-term forestry/wildlife management

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Road ID #	Road Name	Maintenance Level	Mile	Risk/Benefit Matrix	District	TAP Recommendation	Comments/Rationale
192	MT TOM BROOK	1 - BASIC CUSTODIAL CARE (CLOSED)	1.48	Moderate Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management
193	SEBOSIS BROOK	1 - BASIC CUSTODIAL CARE (CLOSED)	0.65	Moderate Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management; part of Crawford decision
198	HORNER BROOK COOP	2 - HIGH CLEARANCE VEHICLES	1.31	Moderate Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management
203	THORNTON GAP	1 - BASIC CUSTODIAL CARE (CLOSED)	0.14	Low Risk/Moderate Benefit	Pemi	needed	Access for long-term forestry/wildlife management
203	THORNTON GAP	1 - BASIC CUSTODIAL CARE (CLOSED)	0.66	Moderate Risk/Moderate Benefit	Pemi	needed	Access for long-term forestry/wildlife management
203	THORNTON GAP	3 - SUITABLE FOR PASSENGER CARS	0.25	Low Risk/Moderate Benefit	Pemi	needed	Osceola CG
203	THORNTON GAP	3 - SUITABLE FOR PASSENGER CARS	0.11	Moderate Risk/Moderate Benefit	Pemi	needed	Osceola CG
206	CHICKENBORO BROOK	2 - HIGH CLEARANCE VEHICLES	1.25	Moderate Risk/High Benefit	Pemi	needed	Access for long-term forestry/wildlife management including wildlife opening
206	CHICKENBORO BROOK	2 - HIGH CLEARANCE VEHICLES	0.14	Moderate Risk/Moderate Benefit	Pemi	needed	Access for long-term forestry/wildlife management including wildlife opening
210	BLODGETT BROOK	1 - BASIC CUSTODIAL CARE (CLOSED)	0.04	Low Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management
210	BLODGETT BROOK	1 - BASIC CUSTODIAL CARE (CLOSED)	0.67	Moderate Risk/Moderate Benefit	Pemi	needed	Access for long-term forestry/wildlife management
211	MT CUSHMAN	1 - BASIC CUSTODIAL CARE (CLOSED)	0.22	Low Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management
211	MT CUSHMAN	1 - BASIC CUSTODIAL CARE (CLOSED)	0.55	Low Risk/Moderate Benefit	Pemi	needed	Access for long-term forestry/wildlife management
211	MT CUSHMAN	2 - HIGH CLEARANCE VEHICLES	0.49	High Risk/High Benefit	Pemi	needed	change to ML 1; Access for long-term forestry/wildlife management
211	MT CUSHMAN	2 - HIGH CLEARANCE VEHICLES	0.07	High Risk/Moderate Benefit	Pemi	needed	change to ML 1; Access for long-term forestry/wildlife management
211	MT CUSHMAN	3 - SUITABLE FOR PASSENGER CARS	0.12	Moderate Risk/High Benefit	Pemi	needed	Access to trailhead and for long-term forestry/wildlife management

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Road ID #	Road Name	Maintenance Level	Mile	Risk/Benefit Matrix	District	TAP Recommendation	Comments/Rationale
212	HACKETT BROOK	1 - BASIC CUSTODIAL CARE (CLOSED)	0.69	Moderate Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management
212	HACKETT BROOK	2 - HIGH CLEARANCE VEHICLES	0.83	Low Risk/Moderate Benefit	Pemi	needed	change to ML 1; Access for long-term forestry/wildlife management
214	RED DUNN	1 - BASIC CUSTODIAL CARE (CLOSED)	0.40	Moderate Risk/Moderate Benefit	Pemi	needed	Access for long-term forestry/wildlife management including wildlife opening
215	ELLSWORTH	1 - BASIC CUSTODIAL CARE (CLOSED)	0.04	High Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management
215	ELLSWORTH	1 - BASIC CUSTODIAL CARE (CLOSED)	0.85	High Risk/Moderate Benefit	Pemi	needed	Access for long-term forestry/wildlife management
215	ELLSWORTH	2 - HIGH CLEARANCE VEHICLES	0.57	High Risk/Moderate Benefit	Pemi	needed	Access for long-term forestry/wildlife management
229	CROOKED PIKE	1 - BASIC CUSTODIAL CARE (CLOSED)	0.40	Low Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management
229	CROOKED PIKE	2 - HIGH CLEARANCE VEHICLES	0.17	Low Risk/Low Benefit	Pemi	needed	change to ML 1; Access for long-term forestry/wildlife management
229	CROOKED PIKE	2 - HIGH CLEARANCE VEHICLES	0.15	Moderate Risk/Moderate Benefit	Pemi	needed	-
252	AVALANCHE BROOK	1 - BASIC CUSTODIAL CARE (CLOSED)	0.22	High Risk/Moderate Benefit	Pemi	needed	Access for long-term forestry/wildlife management; could end road at start of MA 9.2
253	SNOWS MOUNTAIN	1 - BASIC CUSTODIAL CARE (CLOSED)	0.65	Moderate Risk/Moderate Benefit	Pemi	needed	Access for long-term forestry/wildlife management
304	HAYSTACK	3 - SUITABLE FOR PASSENGER CARS	2.58	High Risk/High Benefit	Pemi	needed	access to dispersed camping and trailhead; access for long-term forestry/wildlife management
304	HAYSTACK	3 - SUITABLE FOR PASSENGER CARS	0.00	High Risk/Moderate Benefit	Pemi	needed	access to dispersed camping and trailhead; access for long-term forestry/wildlife management
310	DEARTH BROOK	2 - HIGH CLEARANCE VEHICLES	0.71	High Risk/High Benefit	Pemi	needed	Accesses proposed harvest in Bowen Brook; steep so not a good option for skid road

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313	PIERCE BRIDGE	1 - BASIC CUSTODIAL CARE (CLOSED)	1.28	Moderate Risk/Moderate Benefit	Pemi	needed	Access for long-term forestry/wildlife management; approaches back of wildlife opening
348	ELLSWORTH POND	1 - BASIC CUSTODIAL CARE (CLOSED)	0.72	Moderate Risk/Moderate Benefit	Pemi	needed	change to ML 2 east from landing; dual use as snowmobile trail
352	BOWEN BROOK	2 - HIGH CLEARANCE VEHICLES	0.53	Low Risk/Low Benefit	Pemi	needed	Accesses proposed harvest in Bowen Brook; used by public for hunting
352	BOWEN BROOK	2 - HIGH CLEARANCE VEHICLES	1.31	Moderate Risk/Low Benefit	Pemi	needed	Accesses proposed harvest in Bowen Brook; used by public for hunting
352	BOWEN BROOK	3 - SUITABLE FOR PASSENGER CARS	0.32	Low Risk/Low Benefit	Pemi	needed	change to ML 2; Accesses proposed harvest in Bowen Brook; used by public for hunting but could still access as ML2
352	BOWEN BROOK	3 - SUITABLE FOR PASSENGER CARS	0.71	Low Risk/Low Benefit	Pemi	needed	Change to ML 2; Accesses proposed harvest in Bowen Brook; used by public for hunting but could still access as ML2
353	PETTY BROOK	1 - BASIC CUSTODIAL CARE (CLOSED)	0.30	High Risk/Moderate Benefit	Pemi	needed	Accesses wildlife openings and proposed harvest in Bowen Brook, there is a section of road missing in the database that connects to the road on private land.
353	PETTY BROOK	1 - BASIC CUSTODIAL CARE (CLOSED)	0.50	Moderate Risk/Moderate Benefit	Pemi	needed	Accesses wildlife openings and proposed harvest in Bowen Brook
377	BIG ROCK CAMPGROUND	4 - MODERATE DEGREE OF USER COMFORT	0.22	Low Risk/Low Benefit	Pemi	needed	campground access
377	BIG ROCK CAMPGROUND	4 - MODERATE DEGREE OF USER COMFORT	0.13	Low Risk/Moderate Benefit	Pemi	needed	campground access
378	WEST BRANCH BROOK	2 - HIGH CLEARANCE VEHICLES	2.30	Moderate Risk/Moderate Benefit	Pemi	needed	change to ML 1; Access for long-term forestry/wildlife management
381	TUTTLE BROOK	2 - HIGH CLEARANCE VEHICLES	0.14	Low Risk/Low Benefit	Pemi	needed	change to ML 1 unless need ML2 to access wildlife opening; Access for long-term forestry/wildlife management

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381	TUTTLE BROOK	2 - HIGH CLEARANCE VEHICLES	0.15	Moderate Risk/Low Benefit	Pemi	needed	change to ML 1 unless need ML2 to access wildlife opening; Access for long-term forestry/wildlife management
381	TUTTLE BROOK	2 - HIGH CLEARANCE VEHICLES	0.77	Moderate Risk/Moderate Benefit	Pemi	needed	change to ML 1 unless need ML2 to access wildlife opening; Access for long-term forestry/wildlife management
397	MT HITCHCOCK	1 - BASIC CUSTODIAL CARE (CLOSED)	0.41	Low Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management
397	MT HITCHCOCK	1 - BASIC CUSTODIAL CARE (CLOSED)	0.75	Moderate Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management
400	BEEBE RIVER	2 - HIGH CLEARANCE VEHICLES	0.96	High Risk/High Benefit	Pemi	needed	Access for long-term forestry/wildlife management
401	BATCHELDER BROOK	1 - BASIC CUSTODIAL CARE (CLOSED)	0.95	High Risk/Moderate Benefit	Pemi	needed	change to ML 2; Access for long-term forestry/wildlife management, prescribed fire, and snowmobile trail
401	BATCHELDER BROOK	1 - BASIC CUSTODIAL CARE (CLOSED)	0.61	Moderate Risk/Moderate Benefit	Pemi	needed	change to ML 2; Access for long-term forestry/wildlife management, prescribed fire, and snowmobile trail
401	BATCHELDER BROOK	3 - SUITABLE FOR PASSENGER CARS	0.35	Moderate Risk/Moderate Benefit	Pemi	needed	change to ML 2; Access for long-term forestry/wildlife management, prescribed fire, and snowmobile trail
402	SCAR RIDGE	1 - BASIC CUSTODIAL CARE (CLOSED)	0.18	Moderate Risk/Low Benefit	Pemi	needed	accesses other side of river for forestry and wildlife management
403	B&M SOUTHEAST	1 - BASIC CUSTODIAL CARE (CLOSED)	0.71	High Risk/Moderate Benefit	Pemi	needed	change to ML 2; access for long-term forestry/wildlife management; road is a corridor snowmobile trail; gate just put in by trails bureau; has been maintained as a ML 2 with permanent drainage structures
405	BROWN BROOK	1 - BASIC CUSTODIAL CARE (CLOSED)	0.48	Moderate Risk/Moderate Benefit	Pemi	needed	Access for long-term forestry/wildlife management

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406	BALD KNOB	1 - BASIC CUSTODIAL CARE (CLOSED)	0.70	Moderate Risk/Moderate Benefit	Pemi	needed	Access for long-term forestry/wildlife management
407	ACTEON RIDGE	2 - HIGH CLEARANCE VEHICLES	0.41	Moderate Risk/Low Benefit	Pemi	needed	change to ML 1; Access for long-term forestry/wildlife management
409	HEATH POND	1 - BASIC CUSTODIAL CARE (CLOSED)	0.09	Moderate Risk/Moderate Benefit	Pemi	needed	Access for long-term forestry/wildlife management
411	CONE MOUNTAIN	1 - BASIC CUSTODIAL CARE (CLOSED)	0.15	Low Risk/Moderate Benefit	Pemi	needed	Access for long-term forestry/wildlife management
411	CONE MOUNTAIN	1 - BASIC CUSTODIAL CARE (CLOSED)	0.68	Moderate Risk/Moderate Benefit	Pemi	needed	Access for long-term forestry/wildlife management
412	WELCH MOUNTAIN	1 - BASIC CUSTODIAL CARE (CLOSED)	0.38	High Risk/Moderate Benefit	Pemi	needed	Access for long-term forestry/wildlife management
413	DOE TOWN	1 - BASIC CUSTODIAL CARE (CLOSED)	0.10	Moderate Risk/Moderate Benefit	Pemi	needed	Access for long-term forestry/wildlife management
413	DOE TOWN	3 - SUITABLE FOR PASSENGER CARS	0.21	High Risk/Moderate Benefit	Pemi	needed	Access to trailhead and for long-term forestry/wildlife management
413	DOE TOWN	3 - SUITABLE FOR PASSENGER CARS	0.00	Moderate Risk/Low Benefit	Pemi	needed	-
413	DOE TOWN	3 - SUITABLE FOR PASSENGER CARS	0.14	Moderate Risk/Moderate Benefit	Pemi	needed	change to ML 1 beyond the trailhead
414	BOG	1 - BASIC CUSTODIAL CARE (CLOSED)	0.73	Moderate Risk/Moderate Benefit	Pemi	needed	Access for long-term forestry/wildlife management
414	BOG	2 - HIGH CLEARANCE VEHICLES	0.79	Moderate Risk/Moderate Benefit	Pemi	needed	change to ML 1; Access for long-term forestry/wildlife management
415	OLD IVY	1 - BASIC CUSTODIAL CARE (CLOSED)	0.90	Low Risk/Low Benefit	Pemi	needed	access for long-term forestry/wildlife management
417	LOWER HALL	2 - HIGH CLEARANCE VEHICLES	0.87	Moderate Risk/Moderate Benefit	Pemi	needed	Access for long-term forestry/wildlife management; public uses to access ponds
418	KIAH POND	2 - HIGH CLEARANCE VEHICLES	1.10	High Risk/Moderate Benefit	Pemi	needed	Access for long-term forestry/wildlife management
419	EDDY	3 - SUITABLE FOR PASSENGER CARS	0.18	Moderate Risk/Moderate Benefit	Pemi	needed	recreation use
420	KANCAMAGU S BENCH MARK	1 - BASIC CUSTODIAL CARE (CLOSED)	0.64	Low Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management

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421	STILL BROOK	1 - BASIC CUSTODIAL CARE (CLOSED)	0.34	Low Risk/Low Benefit	Pemi	needed	access for long-term forestry/wildlife management
422	UPPER HALL	2 - HIGH CLEARANCE VEHICLES	0.25	Moderate Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management
423	GORE	1 - BASIC CUSTODIAL CARE (CLOSED)	0.76	High Risk/Moderate Benefit	Pemi	needed	Access for long-term forestry/wildlife management
426	SUGAR LOAF I CAMPGROUND	4 - MODERATE DEGREE OF USER COMFORT	0.06	Low Risk/Low Benefit	Pemi	needed	campground access
426	SUGAR LOAF I CAMPGROUND	4 - MODERATE DEGREE OF USER COMFORT	0.33	Low Risk/Moderate Benefit	Pemi	needed	campground access
429	STEVENS BROOK	1 - BASIC CUSTODIAL CARE (CLOSED)	0.97	High Risk/Moderate Benefit	Pemi	needed	Access for long-term forestry/wildlife management; part of Stevens Brook TAP
429	STEVENS BROOK	1 - BASIC CUSTODIAL CARE (CLOSED)	0.06	Moderate Risk/Moderate Benefit	Pemi	needed	Change to ML 2; Access for long-term forestry/wildlife management; part of Stevens Brook TAP
429	STEVENS BROOK	2 - HIGH CLEARANCE VEHICLES	0.79	High Risk/Moderate Benefit	Pemi	needed	Access for long-term forestry/wildlife management; part of Stevens Brook TAP
431	DARLINGTON	1 - BASIC CUSTODIAL CARE (CLOSED)	0.15	Moderate Risk/Moderate Benefit	Pemi	needed	Access for long-term forestry/wildlife management
435	SUGARLOAF	1 - BASIC CUSTODIAL CARE (CLOSED)	0.47	Low Risk/Moderate Benefit	Pemi	needed	Access for long-term forestry/wildlife management
437	MOODY DOLE PIT	1 - BASIC CUSTODIAL CARE (CLOSED)	0.18	Low Risk/Low Benefit	Pemi	needed	access to gravel pit on private
440	WANOSHA MOUNTAIN	1 - BASIC CUSTODIAL CARE (CLOSED)	0.01	Low Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management; will be part of Wanosha IRP
440	WANOSHA MOUNTAIN	1 - BASIC CUSTODIAL CARE (CLOSED)	1.06	Moderate Risk/Moderate Benefit	Pemi	needed	Access for long-term forestry/wildlife management; will be part of Wanosha IRP
442	MIRROR LAKE	3 - SUITABLE FOR PASSENGER CARS	0.26	Low Risk/Low Benefit	Pemi	needed	Hubbard Brook infrastructure behind gate
443	HANCOCK PIT	2 - HIGH CLEARANCE VEHICLES	0.17	Low Risk/Low Benefit	Pemi	needed	change to ML 1
444	MARSTON HILL	1 - BASIC CUSTODIAL CARE (CLOSED)	0.81	High Risk/Moderate Benefit	Pemi	needed	Access for long-term forestry/wildlife management
446	EAGLE CLIFF	1 - BASIC CUSTODIAL CARE (CLOSED)	0.57	High Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management

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446	EAGLE CLIFF	1 - BASIC CUSTODIAL CARE (CLOSED)	0.44	Low Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management
447	DURFEE	1 - BASIC CUSTODIAL CARE (CLOSED)	0.46	Moderate Risk/Moderate Benefit	Pemi	needed	Access for long-term forestry/wildlife management
452	SNOWS BROOK	1 - BASIC CUSTODIAL CARE (CLOSED)	1.71	High Risk/Moderate Benefit	Pemi	needed	Access for long-term forestry/wildlife management
462	OLD GORE	1 - BASIC CUSTODIAL CARE (CLOSED)	0.53	Moderate Risk/Moderate Benefit	Pemi	needed	Access for long-term forestry/wildlife management
479	CLIFFORD BROOK	2 - HIGH CLEARANCE VEHICLES	0.00	Moderate Risk/Moderate Benefit	Pemi	needed	Access for long-term forestry/wildlife management
479	CLIFFORD BROOK	2 - HIGH CLEARANCE VEHICLES	0.50	Moderate Risk/Moderate Benefit	Pemi	needed	change to ML 1; Access for long-term forestry/wildlife management
480	JERICO	2 - HIGH CLEARANCE VEHICLES	0.90	High Risk/Low Benefit	Pemi	needed	Accesses harvest proposed in Bowen Brook
480	JERICO	2 - HIGH CLEARANCE VEHICLES	0.32	Moderate Risk/Low Benefit	Pemi	needed	Accesses harvest proposed in Bowen Brook
605	AVERY BROOK	1 - BASIC CUSTODIAL CARE (CLOSED)	1.41	High Risk/Moderate Benefit	Pemi	needed	Access for long-term forestry/wildlife management
607	TALFORD BROOK	1 - BASIC CUSTODIAL CARE (CLOSED)	1.13	Moderate Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management
607	TALFORD BROOK	2 - HIGH CLEARANCE VEHICLES	0.48	High Risk/Moderate Benefit	Pemi	needed	Access for long-term forestry/wildlife management
608	SEEGER	2 - HIGH CLEARANCE VEHICLES	0.11	Moderate Risk/Moderate Benefit	Pemi	needed	Access for long-term forestry/wildlife management
609	MACK BROOK	2 - HIGH CLEARANCE VEHICLES	0.83	High Risk/Moderate Benefit	Pemi	needed	change to ML 3; part of Tripoli camping decision
609	MACK BROOK	2 - HIGH CLEARANCE VEHICLES	0.42	Moderate Risk/Low Benefit	Pemi	needed	change to ML 3; part of Tripoli camping decision
609	MACK BROOK	2 - HIGH CLEARANCE VEHICLES	0.21	Moderate Risk/Moderate Benefit	Pemi	needed	change to ML 3; part of Tripoli camping decision
610	CCC	2 - HIGH CLEARANCE VEHICLES	0.05	Low Risk/Low Benefit	Pemi	needed	change to ML 3; proposed information site for Tripoli decision
611	CLEAR BROOK	1 - BASIC CUSTODIAL CARE (CLOSED)	0.18	Moderate Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management
612	SHORT SPUR	1 - BASIC CUSTODIAL CARE (CLOSED)	0.19	Moderate Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management

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613	EAST POND	1 - BASIC CUSTODIAL CARE (CLOSED)	0.25	Moderate Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management
613	EAST POND	3 - SUITABLE FOR PASSENGER CARS	0.08	Moderate Risk/Moderate Benefit	Pemi	needed	access to trailhead
614	EASTMAN	2 - HIGH CLEARANCE VEHICLES	0.29	Low Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management
620	NORTH SUGAR LOAF	1 - BASIC CUSTODIAL CARE (CLOSED)	0.91	Moderate Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management
621	COOLEY HILL	1 - BASIC CUSTODIAL CARE (CLOSED)	0.93	High Risk/Moderate Benefit	Pemi	needed	Access for long-term forestry/wildlife management
622	BLUE RIDGE	1 - BASIC CUSTODIAL CARE (CLOSED)	0.25	High Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management
700	TUNNEL BROOK	3 - SUITABLE FOR PASSENGER CARS	0.53	High Risk/High Benefit	Pemi	needed	Change to ML 1 from intersection with FR 147
700	TUNNEL BROOK	3 - SUITABLE FOR PASSENGER CARS	0.65	High Risk/High Benefit	Pemi	needed	Change to ML 1; Access for long-term forestry/wildlife management
700	TUNNEL BROOK	3 - SUITABLE FOR PASSENGER CARS	0.07	High Risk/Moderate Benefit	Pemi	needed	Change to ML 1; Access for long-term forestry/wildlife management
714	BENTON FLATS	1 - BASIC CUSTODIAL CARE (CLOSED)	0.25	Low Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management
754	RAVINE CAMP	3 - SUITABLE FOR PASSENGER CARS	0.72	Low Risk/High Benefit	Pemi	needed	have agreement with DOC to maintain road and grade at least once a year; otherwise could decommission to lower ML
759	BAGLEY BROOK	1 - BASIC CUSTODIAL CARE (CLOSED)	0.75	Moderate Risk/High Benefit	Pemi	needed	Access for long-term forestry/wildlife management
759	BAGLEY BROOK	1 - BASIC CUSTODIAL CARE (CLOSED)	0.54	Moderate Risk/Moderate Benefit	Pemi	needed	Access for long-term forestry/wildlife management
774	BEAVER BROOK	2 - HIGH CLEARANCE VEHICLES	3.56	High Risk/Moderate Benefit	Pemi	needed	Access for long-term forestry/wildlife management
803	TRUDEAU ROAD PIT	2 - HIGH CLEARANCE VEHICLES	0.37	Moderate Risk/Low Benefit	Pemi	needed	access to borrow pit and wildlife openings
859	OSCEOLA CAMPGROUND	3 - SUITABLE FOR PASSENGER CARS	0.18	Low Risk/Moderate Benefit	Pemi	needed	campground access
4003.1	UNAUTHORIZED INVENTORY: 4003.1	1 - BASIC CUSTODIAL CARE (CLOSED)	0.46	Moderate Risk/High Benefit	Pemi	needed	Access for long-term forestry/wildlife management

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Road ID #	Road Name	Maintenance Level	Mile	Risk/Benefit Matrix	District	TAP Recommendation	Comments/Rationale
4005	UNAUTHORIZED INVENTORY: 4005	1 - BASIC CUSTODIAL CARE (CLOSED)	1.17	High Risk/High Benefit	Pemi	needed	Access for long-term forestry/wildlife management
4007	UNAUTHORIZED INVENTORY: 4007	0	0.00	Low Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management including wildlife opening
4007	UNAUTHORIZED INVENTORY: 4007	0	0.10	Moderate Risk/Moderate Benefit	Pemi	needed	Access for long-term forestry/wildlife management including wildlife opening
4008	UNAUTHORIZED INVENTORY: 4008	0	0.22	Low Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management
4008	UNAUTHORIZED INVENTORY: 4008	0	0.42	Moderate Risk/Moderate Benefit	Pemi	needed	Access for long-term forestry/wildlife management
4009	UNAUTHORIZED INVENTORY: 4009	1 - BASIC CUSTODIAL CARE (CLOSED)	0.36	High Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management
4015.1	UNAUTHORIZED INVENTORY: 4015.1	1 - BASIC CUSTODIAL CARE (CLOSED)	1.10	Moderate Risk/Moderate Benefit	Pemi	needed	Access for long-term forestry/wildlife management
4019	4019	1 - BASIC CUSTODIAL CARE (CLOSED)	0.37	Low Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management
4025	UNAUTHORIZED INVENTORY: 4025	1 - BASIC CUSTODIAL CARE (CLOSED)	0.07	Low Risk/Moderate Benefit	Pemi	needed	access for long-term forestry/wildlife management
4025	UNAUTHORIZED INVENTORY: 4025	1 - BASIC CUSTODIAL CARE (CLOSED)	0.17	Moderate Risk/Moderate Benefit	Pemi	needed	access for long-term forestry/wildlife management
4026	4026	1 - BASIC CUSTODIAL CARE (CLOSED)	0.29	Low Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management
4029	UNAUTHORIZED INVENTORY: 4029	0	1.29	Moderate Risk/Low Benefit	Pemi	needed	access needed part-way for forestry/wildlife, but end is in RACR so is not needed
4037	UNAUTHORIZED INVENTORY: 4037	0	0.68	High Risk/Moderate Benefit	Pemi	needed	Access for long-term forestry/wildlife management
4037	UNAUTHORIZED INVENTORY: 4037	0	0.48	Moderate Risk/Moderate Benefit	Pemi	needed	Access for long-term forestry/wildlife management

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Road ID #	Road Name	Maintenance Level	Mile	Risk/Benefit Matrix	District	TAP Recommendation	Comments/Rationale
4038	UNAUTHORIZED INVENTORY: 4038	1 - BASIC CUSTODIAL CARE (CLOSED)	0.25	Moderate Risk/Low Benefit	Pemi	needed	change to ML 3; part of Tripoli camping decision
4061.1	UNAUTHORIZED INVENTORY: 4061.1	1 - BASIC CUSTODIAL CARE (CLOSED)	1.28	High Risk/High Benefit	Pemi	needed	Access for long-term forestry/wildlife management
4061.2	UNAUTHORIZED INVENTORY: 4061.2	0	0.49	High Risk/High Benefit	Pemi	needed	Access for long-term forestry/wildlife management
4064.1	UNAUTHORIZED INVENTORY: 4064.1	0	0.13	Moderate Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management
4071	UNAUTHORIZED INVENTORY: 4071	0	2.64	Moderate Risk/High Benefit	Pemi	needed	Greeley Pond trail; keep as a road until Timber Camp trail and trail only beyond that
4085	UNAUTHORIZED INVENTORY: 4085	1 - BASIC CUSTODIAL CARE (CLOSED)	0.61	High Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management
4085	UNAUTHORIZED INVENTORY: 4085	1 - BASIC CUSTODIAL CARE (CLOSED)	0.18	Moderate Risk/Moderate Benefit	Pemi	needed	Access for long-term forestry/wildlife management
4090	UNAUTHORIZED INVENTORY: 4090	0	0.16	Low Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management
4111	UNAUTHORIZED INVENTORY: 4111	0	0.13	Moderate Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management; will be part of Wanosha IRP
4119	UNAUTHORIZED INVENTORY: 4119	1 - BASIC CUSTODIAL CARE (CLOSED)	0.70	Low Risk/Low Benefit	Pemi	needed	shorten by keeping first 0.2 miles (decommission 0.5 miles)
4200	UNAUTHORIZED INVENTORY: 4200	0	0.37	Moderate Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management
4201	UNAUTHORIZED INVENTORY: 4201	0	0.27	Low Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management
4251	UNAUTHORIZED INVENTORY: 4251	0	0.81	Moderate Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management; will be part of Wanosha IRP
4315	UNAUTHORIZED INVENTORY: 4315	1 - BASIC CUSTODIAL CARE (CLOSED)	0.18	Low Risk/Low Benefit	Pemi	needed	access to forestry and powerline maintenance

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Road ID #	Road Name	Maintenance Level	Mile	Risk/Benefit Matrix	District	TAP Recommendation	Comments/Rationale
4327	UNAUTHORIZED INVENTORY: 4327	1 - BASIC CUSTODIAL CARE (CLOSED)	0.04	High Risk/Moderate Benefit	Pemi	needed	Access for long-term forestry/wildlife management; legal access to private land
4327	UNAUTHORIZED INVENTORY: 4327	1 - BASIC CUSTODIAL CARE (CLOSED)	0.25	Low Risk/Moderate Benefit	Pemi	needed	Access for long-term forestry/wildlife management; legal access to private land
4327	UNAUTHORIZED INVENTORY: 4327	1 - BASIC CUSTODIAL CARE (CLOSED)	0.02	Moderate Risk/Moderate Benefit	Pemi	needed	Access for long-term forestry/wildlife management; legal access to private land
4330	UNAUTHORIZED INVENTORY: 4330	0	1.06	High Risk/Moderate Benefit	Pemi	needed	Access for long-term forestry/wildlife management
4330	UNAUTHORIZED INVENTORY: 4330	0	0.33	Moderate Risk/Moderate Benefit	Pemi	needed	Access for long-term forestry/wildlife management
4332	UNAUTHORIZED INVENTORY: 4332	0	0.71	Moderate Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management
4335	UNAUTHORIZED INVENTORY: 4335	0	0.25	High Risk/High Benefit	Pemi	needed	Access for long-term forestry/wildlife management
4335	UNAUTHORIZED INVENTORY: 4335	0	0.84	Moderate Risk/High Benefit	Pemi	needed	Access for long-term forestry/wildlife management
4343.1	UNAUTHORIZED INVENTORY: 4343.1	0	0.51	Moderate Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management
4344	4344	1 - BASIC CUSTODIAL CARE (CLOSED)	0.29	Low Risk/Low Benefit	Pemi	needed	access for ski area
4344	4344	1 - BASIC CUSTODIAL CARE (CLOSED)	1.77	Moderate Risk/Low Benefit	Pemi	needed	access for ski area
4347	UNAUTHORIZED INVENTORY: 4347	0	0.65	Low Risk/Moderate Benefit	Pemi	needed	Access for long-term forestry/wildlife management; could end road at start of MA 9.2
4350	UNAUTHORIZED INVENTORY: 4350	0	0.66	Moderate Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management
6110	UNAUTHORIZED INVENTORY: 6110	0	0.43	Moderate Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management

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Road ID #	Road Name	Maintenance Level	Mile	Risk/Benefit Matrix	District	TAP Recommendation	Comments/Rationale
6115	6115	1 - BASIC CUSTODIAL CARE (CLOSED)	0.20	Low Risk/Moderate Benefit	Pemi	needed	Access for long-term forestry/wildlife management
6116	6116	1 - BASIC CUSTODIAL CARE (CLOSED)	0.14	Moderate Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management
6121	UNAUTHORIZED INV: 6121	0	0.05	Moderate Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management
6122	UNAUTHORIZED INV: 6122	0	0.09	Moderate Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management
6123	UNAUTHORIZED INV: 6123	0	0.08	Moderate Risk/Moderate Benefit	Pemi	needed	Access for long-term forestry/wildlife management
6124	UNAUTHORIZED INV: 6124	0	0.05	Low Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management
6131	UNAUTHORIZED INVENTORY: 6131	0	0.10	Moderate Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management; accesses a landing
6150	UNAUTHORIZED INVENTORY: 6150	0	0.47	Low Risk/Moderate Benefit	Pemi	needed	Access for long-term forestry/wildlife management
6152	UNAUTHORIZED INVENTORY: 6152	0	0.18	High Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management
6153	RED BROOK	0	1.25	Moderate Risk/High Benefit	Pemi	needed	classify as ML 2 (verify level in letter from Katie and Molly)
6154	UNAUTHORIZED INVENTORY: 6154	0	0.58	Moderate Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management
6159	ROAD 6159	0	1.13	Moderate Risk/Low Benefit	Pemi	needed	part is ML 1 road; part is trail only per Crawford Decision
6160	ROAD 6160	0	0.99	Moderate Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management; part will be ML 1 as part of Crawford decision and relocated Nancy Barton trail
6161	ROAD 6161	0	0.21	Low Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management; part of Crawford decision
6161	ROAD 6161	0	0.54	Moderate Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management; part of Crawford decision

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Road ID #	Road Name	Maintenance Level	Mile	Risk/Benefit Matrix	District	TAP Recommendation	Comments/Rationale
6175	UNAUTHORIZED INVENTORY: 6175	0	0.27	Low Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management
6176	UNAUTHORIZED INVENTORY: 6176	0	0.16	Low Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management
6177	UNAUTHORIZED INVENTORY: 6177	0	0.37	High Risk/Low Benefit	Pemi	needed	accesses wildlife opening
6179	UNAUTHORIZED INVENTORY: 6179	0	0.28	Low Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management
6183.1	UNAUTHORIZED INVENTORY: 6183.1	0	0.08	Low Risk/Moderate Benefit	Pemi	needed	Access for long-term forestry/wildlife management
6190	UNAUTHORIZED INVENTORY: 6190	0	1.23	Moderate Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management
6191	6191	1 - BASIC CUSTODIAL CARE (CLOSED)	0.87	Moderate Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management
6192	6192	1 - BASIC CUSTODIAL CARE (CLOSED)	0.54	Low Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management
6193	6193	1 - BASIC CUSTODIAL CARE (CLOSED)	0.92	Low Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management
6204	6204	1 - BASIC CUSTODIAL CARE (CLOSED)	0.88	Moderate Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management
6207	UNAUTHORIZED INVENTORY: 6207	0	0.05	Moderate Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management
6208	UNAUTHORIZED INVENTORY: 6208	0	0.84	Moderate Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management
6209	6209	1 - BASIC CUSTODIAL CARE (CLOSED)	0.33	Moderate Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management
6210	UNAUTHORIZED INVENTORY: 6210	0	0.11	Moderate Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management
6211	6211	1 - BASIC CUSTODIAL CARE (CLOSED)	0.42	Moderate Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management
6213	6213	1 - BASIC CUSTODIAL CARE (CLOSED)	0.08	Low Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management

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Road ID #	Road Name	Maintenance Level	Mile	Risk/Benefit Matrix	District	TAP Recommendation	Comments/Rationale
6213	6213	2 - HIGH CLEARANCE VEHICLES	0.16	Moderate Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management and access to water supply
6214	UNAUTHORIZED INVENTORY: 6214	0	0.38	Moderate Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management
6218.1	UNAUTHORIZED: 6218.1	0	0.30	Moderate Risk/Moderate Benefit	Pemi	needed	Access for forestry/wildlife management
6218.2	UNAUTHORIZED INV: 6218.2	1 - BASIC CUSTODIAL CARE (CLOSED)	0.43	High Risk/Low Benefit	Pemi	needed	-
6227	UNAUTHORIZED INV: 6227	0	0.09	Moderate Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management
6232	UNAUTHORIZED INVENTORY: 6232	0	0.19	Low Risk/Low Benefit	Pemi	needed	Accesses landing to be used in Bowen Brook
6234	UNAUTHORIZED INVENTORY: 6234	0	0.43	Moderate Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management
6235	UNAUTHORIZED INVENTORY: 6235	0	0.21	Low Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management including wildlife opening
6243.1	UNAUTHORIZED INV: 6243.1	0	0.73	High Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management
6244	UNAUTHORIZED INVENTORY: 6244	0	0.25	Moderate Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management
6247	UNAUTHORIZED INVENTORY: 6247	0	0.22	Moderate Risk/Moderate Benefit	Pemi	needed	Access for long-term forestry/wildlife management
6252	UNAUTHORIZED INVENTORY: 6252	0	0.25	Moderate Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management
6256	6256	0	0.42	Moderate Risk/Low Benefit	Pemi	needed	Access for forestry/wildlife management
6262	6262	1 - BASIC CUSTODIAL CARE (CLOSED)	0.78	Moderate Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management; access to dam; part of Crawford decision
6267	6267	1 - BASIC CUSTODIAL CARE (CLOSED)	0.11	Low Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management; part of Crawford decision

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6268	UNAUTHORIZED INVENTORY: 6268	0	0.21	Low Risk/Low Benefit	Pemi	needed	access to powerline
7013	7013	1 - BASIC CUSTODIAL CARE (CLOSED)	0.33	Moderate Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management; part of Crawford decision
7023	7023	1 - BASIC CUSTODIAL CARE (CLOSED)	0.21	Moderate Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management
7029	NO NAME NORTH	1 - BASIC CUSTODIAL CARE (CLOSED)	0.00	Low Risk/Low Benefit	Pemi	needed	access for long-term forestry/wildlife management
7034	ELLSWORTH POND CONTINUENCE	1 - BASIC CUSTODIAL CARE (CLOSED)	0.22	High Risk/Moderate Benefit	Pemi	needed	Access for long-term forestry/wildlife management and snowmobile trail
7034	ELLSWORTH POND CONTINUENCE	1 - BASIC CUSTODIAL CARE (CLOSED)	0.45	Moderate Risk/Moderate Benefit	Pemi	needed	Access for long-term forestry/wildlife management and snowmobile trail
7036	BEEBE RIVER SPUR	1 - BASIC CUSTODIAL CARE (CLOSED)	0.21	High Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management
96249	UNAUTHORIZED INVENTORY: 96249	0	0.79	Moderate Risk/Low Benefit	Pemi	needed	proposed as Twin Mtn Bike path
100A	WHITE MOUNTAIN DRIVE SPUR A	5 - HIGH DEGREE OF USER COMFORT	0.10	Low Risk/Low Benefit	Pemi	needed	Driveway accessing Forest Headquarters office
100B	WHITE MOUNTAIN DRIVE SPUR B	5 - HIGH DEGREE OF USER COMFORT	0.11	Low Risk/Low Benefit	Pemi	needed	Driveway accessing Forest Headquarters office
100C	WHITE MOUNTAIN DRIVE SPUR C	5 - HIGH DEGREE OF USER COMFORT	0.06	Low Risk/Low Benefit	Pemi	needed	Driveway accessing Forest Headquarters office
100D	WHITE MOUNTAIN DRIVE SPUR D	5 - HIGH DEGREE OF USER COMFORT	0.05	Low Risk/Low Benefit	Pemi	needed	Driveway accessing Forest Headquarters office
107A	JEFFERS MOUNTAIN SPUR A	1 - BASIC CUSTODIAL CARE (CLOSED)	0.12	Low Risk/Moderate Benefit	Pemi	needed	Access for long-term forestry/wildlife management
107A	JEFFERS MOUNTAIN SPUR A	1 - BASIC CUSTODIAL CARE (CLOSED)	0.47	Moderate Risk/Moderate Benefit	Pemi	needed	Access for long-term forestry/wildlife management
108A	WACHIPAUKA SPUR A	1 - BASIC CUSTODIAL CARE (CLOSED)	0.39	Low Risk/Moderate Benefit	Pemi	needed	access for long-term forestry/wildlife management
109A	BLACK BROOK SPUR A	1 - BASIC CUSTODIAL CARE (CLOSED)	0.17	Moderate Risk/Moderate Benefit	Pemi	needed	access for long-term forestry/wildlife management
112A	BUZZELL BROOK SPUR A	1 - BASIC CUSTODIAL CARE (CLOSED)	0.39	Low Risk/Moderate Benefit	Pemi	needed	Access for long-term forestry/wildlife management

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116A	HARDY BROOK SPUR A	1 - BASIC CUSTODIAL CARE (CLOSED)	0.78	Moderate Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management
123A	OLIVERIAN BOAT LAUNCH	3 - SUITABLE FOR PASSENGER CARS	0.07	Moderate Risk/Low Benefit	Pemi	needed	access to boat launch
123A	OLIVERIAN BOAT LAUNCH	3 - SUITABLE FOR PASSENGER CARS	0.47	Moderate Risk/Moderate Benefit	Pemi	needed	access to boat launch
128A	WATERVILLE CAMPGROUND SPUR	4 - MODERATE DEGREE OF USER COMFORT	0.07	Moderate Risk/Low Benefit	Pemi	needed	Campground access
130A	WILDWOOD CAMPGROUND	4 - MODERATE DEGREE OF USER COMFORT	0.16	Low Risk/Moderate Benefit	Pemi	needed	Wildwood CG access
131A	ZEALAND CAMPGROUND SPUR A	4 - MODERATE DEGREE OF USER COMFORT	0.02	Low Risk/Low Benefit	Pemi	needed	Campground access
133A	HANCOCK CAMPGROUND SPUR	4 - MODERATE DEGREE OF USER COMFORT	0.48	Low Risk/Low Benefit	Pemi	needed	campground access
142A	FLANDERS SPUR	1 - BASIC CUSTODIAL CARE (CLOSED)	0.15	Moderate Risk/Moderate Benefit	Pemi	needed	Access for long-term forestry/wildlife management
156G	ELBOW POND SPUR G	2 - HIGH CLEARANCE VEHICLES	0.87	Low Risk/Moderate Benefit	Pemi	needed	change to ML 1; Access for long-term forestry/wildlife management
160A	CAMPTON CG SPUR A	4 - MODERATE DEGREE OF USER COMFORT	0.40	Low Risk/Moderate Benefit	Pemi	needed	campground access
160B	CAMPTON CG SPUR B	4 - MODERATE DEGREE OF USER COMFORT	0.42	Low Risk/Low Benefit	Pemi	needed	campground access
16A	ZEALAND SPUR A	1 - BASIC CUSTODIAL CARE (CLOSED)	1.23	Low Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management
186A	CUMMINS PLACE	1 - BASIC CUSTODIAL CARE (CLOSED)	0.26	Moderate Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management
192A	MT TOM BROOK SPUR A	1 - BASIC CUSTODIAL CARE (CLOSED)	2.18	Moderate Risk/Moderate Benefit	Pemi	needed	Access for long-term forestry/wildlife management
192B	MT TOM BROOK SPUR B	1 - BASIC CUSTODIAL CARE (CLOSED)	1.53	Low Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management; only first third or so of road needed; rest can skid down to 192A
198A	HORNER BROOK SPUR A	1 - BASIC CUSTODIAL CARE (CLOSED)	0.27	High Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management
19A	LONG POND RECREATION AREA	3 - SUITABLE FOR PASSENGER CARS	0.13	High Risk/Low Benefit	Pemi	needed	Access to recreation site

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Road ID #	Road Name	Maintenance Level	Mile	Risk/Benefit Matrix	District	TAP Recommendation	Comments/Rationale
19A	LONG POND RECREATION AREA	3 - SUITABLE FOR PASSENGER CARS	0.50	High Risk/Moderate Benefit	Pemi	needed	Access to recreation site
206A	CHICKENBORO BROOK SPUR A	1 - BASIC CUSTODIAL CARE (CLOSED)	0.16	High Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management
206A	CHICKENBORO BROOK SPUR A	1 - BASIC CUSTODIAL CARE (CLOSED)	0.10	Moderate Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management
211A	MT CUSHMAN SPUR A	1 - BASIC CUSTODIAL CARE (CLOSED)	0.03	Low Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management
211A	MT CUSHMAN SPUR A	1 - BASIC CUSTODIAL CARE (CLOSED)	0.45	Low Risk/Moderate Benefit	Pemi	needed	Access for long-term forestry/wildlife management
229A	CROOKED PIKE SPUR A	1 - BASIC CUSTODIAL CARE (CLOSED)	0.28	Low Risk/Moderate Benefit	Pemi	needed	Access for long-term forestry/wildlife management
229B	CROOKED PIKE SPUR B	1 - BASIC CUSTODIAL CARE (CLOSED)	0.76	Moderate Risk/Moderate Benefit	Pemi	needed	Access for long-term forestry/wildlife management
23A	SHATTUCK BROOK	1 - BASIC CUSTODIAL CARE (CLOSED)	0.56	High Risk/Moderate Benefit	Pemi	needed	Access for long-term forestry/wildlife management
23A	SHATTUCK BROOK	1 - BASIC CUSTODIAL CARE (CLOSED)	0.56	Low Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management
23B	HASELTON BROOK SPUR B	1 - BASIC CUSTODIAL CARE (CLOSED)	0.34	High Risk/Moderate Benefit	Pemi	needed	Access for long-term forestry/wildlife management
23C	SHATTUCK BROOK SPUR C	1 - BASIC CUSTODIAL CARE (CLOSED)	0.16	High Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management
23C	SHATTUCK BROOK SPUR C	1 - BASIC CUSTODIAL CARE (CLOSED)	0.66	Low Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management
23D	HALELTON BROOK SPUR D	1 - BASIC CUSTODIAL CARE (CLOSED)	0.11	Low Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management
304A	HAYSTACK SPUR A	1 - BASIC CUSTODIAL CARE (CLOSED)	0.24	Low Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management
304A	HAYSTACK SPUR A	1 - BASIC CUSTODIAL CARE (CLOSED)	1.53	Moderate Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management
304B	HAYSTACK SPUR B	1 - BASIC CUSTODIAL CARE (CLOSED)	0.19	Moderate Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management
30F	TRIPOLI SPUR F	1 - BASIC CUSTODIAL CARE (CLOSED)	0.17	Moderate Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management; will be part of Wanosha IRP
310A	DEARTH BROOK SPUR A	2 - HIGH CLEARANCE VEHICLES	0.49	High Risk/Low Benefit	Pemi	needed	Accesses proposed harvest in Bowen Brook; steep so not a good option for skid road; provides access

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Road ID #	Road Name	Maintenance Level	Mile	Risk/Benefit Matrix	District	TAP Recommendation	Comments/Rationale
							to haul from other side of Dearth Brook
31A	HIX MOUNTAIN SPUR A	1 - BASIC CUSTODIAL CARE (CLOSED)	0.58	Moderate Risk/Low Benefit	Pemi	needed	change to ML 3; part of Tripoli camping decision
31B	HIX MOUNTAIN SPUR B	1 - BASIC CUSTODIAL CARE (CLOSED)	0.28	Moderate Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management; will be part of Wanosha IRP
348A	ELLSWORTH POND SPUR A	1 - BASIC CUSTODIAL CARE (CLOSED)	0.13	Low Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management
348A	ELLSWORTH POND SPUR A	1 - BASIC CUSTODIAL CARE (CLOSED)	0.62	Moderate Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management
352A	BOWEN BROOK SPUR A	2 - HIGH CLEARANCE VEHICLES	0.53	Moderate Risk/Low Benefit	Pemi	needed	Accesses proposed harvest in Bowen Brook; used by public for hunting
377A	BIG ROCK CG SPUR A	4 - MODERATE DEGREE OF USER COMFORT	0.08	Low Risk/Low Benefit	Pemi	needed	campground access
378A	WEST BRANCH BROOK SPUR A	1 - BASIC CUSTODIAL CARE (CLOSED)	0.06	Low Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management
378A	WEST BRANCH BROOK SPUR A	1 - BASIC CUSTODIAL CARE (CLOSED)	0.22	Moderate Risk/Moderate Benefit	Pemi	needed	Access for long-term forestry/wildlife management
381A	TUTTLE BROOK SPUR A	1 - BASIC CUSTODIAL CARE (CLOSED)	0.75	Low Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management
381B	TUTTLE BROOK SPUR B	1 - BASIC CUSTODIAL CARE (CLOSED)	1.60	Moderate Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management
397A	MT HITCHCOCK SPUR A	1 - BASIC CUSTODIAL CARE (CLOSED)	0.05	Low Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management
397A	MT HITCHCOCK SPUR A	1 - BASIC CUSTODIAL CARE (CLOSED)	0.24	Moderate Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management
401A	BACHELDER BROOK SPUR A	1 - BASIC CUSTODIAL CARE (CLOSED)	0.32	Moderate Risk/Moderate Benefit	Pemi	needed	change to ML 2; Access for long-term forestry/wildlife management, prescribed fire, and snowmobile trail
401D	BACHELDER BROOK SPUR D	1 - BASIC CUSTODIAL CARE (CLOSED)	0.21	Moderate Risk/Low Benefit	Pemi	needed	change to ML 2; Access for long-term forestry/wildlife management, prescribed fire, and snowmobile trail

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Road ID #	Road Name	Maintenance Level	Mile	Risk/Benefit Matrix	District	TAP Recommendation	Comments/Rationale
405A	BROWN BROOK SPUR A	1 - BASIC CUSTODIAL CARE (CLOSED)	0.29	Moderate Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management
413A	DOE TOWN SPUR A	1 - BASIC CUSTODIAL CARE (CLOSED)	0.29	Low Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management
413A	DOE TOWN SPUR A	1 - BASIC CUSTODIAL CARE (CLOSED)	0.29	Moderate Risk/Moderate Benefit	Pemi	needed	Access for long-term forestry/wildlife management
413B	DOE TOWN SPUR B	1 - BASIC CUSTODIAL CARE (CLOSED)	0.09	Low Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management
421A	STILL BROOK SPUR A	1 - BASIC CUSTODIAL CARE (CLOSED)	0.16	Moderate Risk/Moderate Benefit	Pemi	needed	access for long-term forestry/wildlife management
4251A	UNAUTHORIZED INVENTORY: 4251A	0	0.68	Moderate Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management; will be part of Wanosha IRP
4290A	4290A	1 - BASIC CUSTODIAL CARE (CLOSED)	0.16	High Risk/High Benefit	Pemi	needed	Access for long-term forestry/wildlife management; part of Stevens Brook TAP
4290A	4290A	1 - BASIC CUSTODIAL CARE (CLOSED)	0.04	Moderate Risk/High Benefit	Pemi	needed	Access for long-term forestry/wildlife management; part of Stevens Brook TAP
4343A	UNAUTHORIZED INVENTORY: 4343A	0	0.07	Moderate Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management
4344A	4344A	1 - BASIC CUSTODIAL CARE (CLOSED)	0.28	Moderate Risk/Low Benefit	Pemi	needed	access for ski area
4350A	UNAUTHORIZED INVENTORY: 4350A	0	0.69	High Risk/Moderate Benefit	Pemi	needed	access to maintained orchard
480A	JERICO SPUR A	1 - BASIC CUSTODIAL CARE (CLOSED)	0.97	Moderate Risk/Low Benefit	Pemi	needed	Accesses harvest proposed in Bowen Brook
51A	SMARTS BROOK SPUR A	1 - BASIC CUSTODIAL CARE (CLOSED)	0.51	Moderate Risk/Moderate Benefit	Pemi	needed	Access for long-term forestry/wildlife management
51B	SMARTS BROOK SPUR B	1 - BASIC CUSTODIAL CARE (CLOSED)	0.28	Moderate Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management
6207A	UNAUTHORIZED INVENTORY: 6207A	0	0.52	Moderate Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management
700A	TUNNEL BROOK SPUR A	1 - BASIC CUSTODIAL CARE (CLOSED)	0.13	Moderate Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management
700A	TUNNEL BROOK SPUR A	1 - BASIC CUSTODIAL CARE (CLOSED)	0.84	Moderate Risk/Moderate Benefit	Pemi	needed	Access for long-term forestry/wildlife management

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Road ID #	Road Name	Maintenance Level	Mile	Risk/Benefit Matrix	District	TAP Recommendation	Comments/Rationale
7034A	ELLSWORTH POND CONTINUENCE SPU	1 - BASIC CUSTODIAL CARE (CLOSED)	0.29	Low Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management
762A	NOXON SPUR A	1 - BASIC CUSTODIAL CARE (CLOSED)	0.43	Moderate Risk/Low Benefit	Pemi	needed	proposed for use in harvest
774A	BEAVER BROOK SPUR A	1 - BASIC CUSTODIAL CARE (CLOSED)	0.89	High Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management
87B	PEMI EAST SIDE SPUR B	1 - BASIC CUSTODIAL CARE (CLOSED)	0.14	Low Risk/Low Benefit	Pemi	needed	becoming new 87B
90A	RUSSELL POND REC SPUR A	5 - HIGH DEGREE OF USER COMFORT	0.09	Moderate Risk/Moderate Benefit	Pemi	needed	change ML to 4; access for recreation site
90B	RUSSELL POND REC SPUR B	5 - HIGH DEGREE OF USER COMFORT	0.32	Moderate Risk/Moderate Benefit	Pemi	needed	change ML to 4; access for recreation site
90C	RUSSELL POND REC SPUR C	5 - HIGH DEGREE OF USER COMFORT	0.13	Moderate Risk/Moderate Benefit	Pemi	needed	change ML to 4; access for recreation site
90D	RUSSELL POND REC SPUR D	5 - HIGH DEGREE OF USER COMFORT	0.25	Low Risk/Moderate Benefit	Pemi	needed	change ML to 4; access for recreation site
90E	RUSSELL POND REC SPUR E	5 - HIGH DEGREE OF USER COMFORT	0.10	High Risk/Low Benefit	Pemi	needed	change ML to 4; access for recreation site
90E	RUSSELL POND REC SPUR E	5 - HIGH DEGREE OF USER COMFORT	0.06	Low Risk/Moderate Benefit	Pemi	needed	change ML to 4; access for recreation site
90E	RUSSELL POND REC SPUR E	5 - HIGH DEGREE OF USER COMFORT	0.04	Moderate Risk/Low Benefit	Pemi	needed	change ML to 4; access for recreation site
90E	RUSSELL POND REC SPUR E	5 - HIGH DEGREE OF USER COMFORT	0.17	Moderate Risk/Moderate Benefit	Pemi	needed	change ML to 4; access for recreation site
90F	RUSSELL POND REC SPUR F	5 - HIGH DEGREE OF USER COMFORT	0.04	Moderate Risk/Low Benefit	Pemi	needed	change ML to 4; access for recreation site
90G	RUSSELL POND REC SPUR G	5 - HIGH DEGREE OF USER COMFORT	0.33	Low Risk/Moderate Benefit	Pemi	needed	change ML to 4; access for recreation site
90H	RUSSELL POND REC SPUR H	5 - HIGH DEGREE OF USER COMFORT	0.04	Low Risk/Low Benefit	Pemi	needed	change ML to 4; access for recreation site
90I	RUSSELL POND REC SPUR I	5 - HIGH DEGREE OF USER COMFORT	0.08	Moderate Risk/Low Benefit	Pemi	needed	change ML to 4; access for recreation site
90J	RUSSELL POND REC SPUR J	4 - MODERATE DEGREE OF USER COMFORT	0.13	Low Risk/Moderate Benefit	Pemi	needed	access for recreation site
90K	RUSSELL POND REC SPUR K	2 - HIGH CLEARANCE VEHICLES	0.27	Low Risk/Moderate Benefit	Pemi	needed	change ML to 1; Access for long-term forestry/wildlife management; snowmobile trail

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Road ID #	Road Name	Maintenance Level	Mile	Risk/Benefit Matrix	District	TAP Recommendation	Comments/Rationale
92A	SCARFACE BROOK	2 - HIGH CLEARANCE VEHICLES	0.41	Low Risk/Low Benefit	Pemi	needed	change to ML 1 with drivable dips to WLO; Access for long-term forestry/wildlife management
92A	SCARFACE BROOK	2 - HIGH CLEARANCE VEHICLES	0.32	Low Risk/Moderate Benefit	Pemi	needed	change to ML 1 with drivable dips to WLO; Access for long-term forestry/wildlife management
92A	SCARFACE BROOK	2 - HIGH CLEARANCE VEHICLES	0.67	Moderate Risk/High Benefit	Pemi	needed	change to ML 1 with drivable dips to WLO; Access for long-term forestry/wildlife management
92A	SCARFACE BROOK	2 - HIGH CLEARANCE VEHICLES	0.28	Moderate Risk/Low Benefit	Pemi	needed	change to ML 1 with drivable dips to WLO; Access for long-term forestry/wildlife management
92B	SOUTH GALE SPUR B	2 - HIGH CLEARANCE VEHICLES	0.45	Moderate Risk/Low Benefit	Pemi	needed	change to ML 1; Access for long-term forestry/wildlife management
92C	SOUTH GALE SPUR C	1 - BASIC CUSTODIAL CARE (CLOSED)	0.37	Moderate Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management
93B	MILL BROOK SPUR B	1 - BASIC CUSTODIAL CARE (CLOSED)	2.24	High Risk/Moderate Benefit	Pemi	needed	only need first half-mile or so; rest is in RACR roadless and not needed
98A	SANDWICH NOTCH SPUR A	2 - HIGH CLEARANCE VEHICLES	0.19	High Risk/Moderate Benefit	Pemi	needed	Access for long-term forestry/wildlife management
98C	ATWOOD POND	0	0.41	High Risk/Moderate Benefit	Pemi	needed	Access for long-term forestry/wildlife management
98C	ATWOOD POND	0	0.03	Moderate Risk/Low Benefit	Pemi	needed	Access for long-term forestry/wildlife management
P115	CLINTON ROAD PARKING LOT	4 - MODERATE DEGREE OF USER COMFORT	0.09	Low Risk/High Benefit	Pemi	needed	recreation site
P312	WEST PORTAL	4 - MODERATE DEGREE OF USER COMFORT	0.06	Low Risk/Low Benefit	Pemi	needed	-
TWN-8039	RED ROCK LANE	0	0.77	Low Risk/High Benefit	Pemi	needed	-
U-0001	UNAUTHORIZED INVENTORY: U-0001	0	0.14	Low Risk/Low Benefit	Pemi	needed	Accesses harvest proposed in Bowen Brook
XH22	HUBBARD BROOK	3 - SUITABLE FOR PASSENGER CARS	6.76	High Risk/High Benefit	Pemi	needed	Access to Hubbard Brook

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Road ID #	Road Name	Maintenance Level	Mile	Risk/Benefit Matrix	District	TAP Recommendation	Comments/Rationale
XH22	HUBBARD BROOK	5 - HIGH DEGREE OF USER COMFORT	0.02	Low Risk/Moderate Benefit	Pemi	needed	access to Hubbard Brook facilities
XH22	HUBBARD BROOK	5 - HIGH DEGREE OF USER COMFORT	0.09	Moderate Risk/High Benefit	Pemi	needed	access to Hubbard Brook facilities
XH22A	HUBBARD BROOK OFFICE	5 - HIGH DEGREE OF USER COMFORT	0.23	Moderate Risk/High Benefit	Pemi	needed	access to Hubbard Brook facilities
XH22B	HUBBARD BROOK	2 - HIGH CLEARANCE VEHICLES	0.30	Low Risk/Moderate Benefit	Pemi	needed	Access to Hubbard Brook
XH22C	HUBBARD BROOK	2 - HIGH CLEARANCE VEHICLES	0.30	Moderate Risk/Moderate Benefit	Pemi	needed	Access to Hubbard Brook
XH22E	HUBBARD BROOK CASC	2 - HIGH CLEARANCE VEHICLES	0.31	Low Risk/Low Benefit	Pemi	needed	Access to Hubbard Brook
XH22E	HUBBARD BROOK CASC	2 - HIGH CLEARANCE VEHICLES	1.00	Moderate Risk/Low Benefit	Pemi	needed	Access to Hubbard Brook
XH22F	HUBBARD BROOK	2 - HIGH CLEARANCE VEHICLES	0.46	Moderate Risk/Moderate Benefit	Pemi	needed	Access to Hubbard Brook
XH22K	HUBBARD BROOK BEA	2 - HIGH CLEARANCE VEHICLES	0.14	Low Risk/Moderate Benefit	Pemi	needed	Access to Hubbard Brook
XH22K	HUBBARD BROOK BEA	2 - HIGH CLEARANCE VEHICLES	0.13	Moderate Risk/Moderate Benefit	Pemi	needed	Access to Hubbard Brook
XH22L	HUBBARD BROOK BEA	2 - HIGH CLEARANCE VEHICLES	0.31	Moderate Risk/Moderate Benefit	Pemi	needed	Access to Hubbard Brook
XH22M	HUBBARD BROOK BEA	2 - HIGH CLEARANCE VEHICLES	0.38	Moderate Risk/Moderate Benefit	Pemi	needed	Access to Hubbard Brook
XH22R	HUBBARD BROOK CASC	2 - HIGH CLEARANCE VEHICLES	0.34	Moderate Risk/Low Benefit	Pemi	needed	Access to Hubbard Brook
37	HEDGEHOG MOUNTAIN	1 - BASIC CUSTODIAL CARE (CLOSED)	0.27	Low Risk/Moderate Benefit	Saco	likely not needed	can skid to start of this
68	PAUGUS BROOK	1 - BASIC CUSTODIAL CARE (CLOSED)	0.10	High Risk/Moderate Benefit	Saco	likely not needed	can skid to level 2 segments
68	PAUGUS BROOK	1 - BASIC CUSTODIAL CARE (CLOSED)	0.32	Low Risk/Moderate Benefit	Saco	likely not needed	In scenic area
83	GREENS CLIFF	1 - BASIC CUSTODIAL CARE (CLOSED)	0.56	Low Risk/Low Benefit	Saco	likely not needed	part of County Line roads analysis
83	GREENS CLIFF	1 - BASIC CUSTODIAL CARE (CLOSED)	0.74	Moderate Risk/Low Benefit	Saco	likely not needed	part of County Line roads analysis
85	CARRIGAIN BROOK	1 - BASIC CUSTODIAL CARE (CLOSED)	0.44	Low Risk/Low Benefit	Saco	likely not needed	All MA 2.1 land this road accesses is in RACR roadless; no

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Road ID #	Road Name	Maintenance Level	Mile	Risk/Benefit Matrix	District	TAP Recommendation	Comments/Rationale
							other benefits that would compel retention as a road
85	CARRIGAIN BROOK	1 - BASIC CUSTODIAL CARE (CLOSED)	0.23	Moderate Risk/Low Benefit	Saco	likely not needed	All MA 2.1 land this road accesses is in RACR roadless; no other benefits that would compel retention as a road
231	ALBANY BROOK	1 - BASIC CUSTODIAL CARE (CLOSED)	0.11	Moderate Risk/Moderate Benefit	Saco	likely not needed	-
238	EAST FORK	1 - BASIC CUSTODIAL CARE (CLOSED)	0.56	Moderate Risk/Moderate Benefit	Saco	likely not needed	All MA 2.1 land this road accesses is in RACR roadless; no other benefits that would compel retention as a road
301	PROVINCE BROOK	1 - BASIC CUSTODIAL CARE (CLOSED)	0.62	Low Risk/Low Benefit	Saco	likely not needed	Road disposition was part of a NEPA decision
325	MERSERVE	1 - BASIC CUSTODIAL CARE (CLOSED)	0.90	Low Risk/Low Benefit	Saco	likely not needed	MA 6.2 so Plan requires decommissioning
336	PALMER MOUNTAIN	1 - BASIC CUSTODIAL CARE (CLOSED)	0.27	Low Risk/Moderate Benefit	Saco	likely not needed	Not a FS road; paved road open to public
576	DRY BROOK	1 - BASIC CUSTODIAL CARE (CLOSED)	0.20	Low Risk/Low Benefit	Saco	likely not needed	could use as driveway (short non-system spur) if needed in future
720	NO NAME	1 - BASIC CUSTODIAL CARE (CLOSED)	0.15	Low Risk/Low Benefit	Saco	likely not needed	can access suitable land from off 113
2009	UNAUTHORIZED INVENTORY: 2009	0	0.08	Low Risk/Moderate Benefit	Saco	likely not needed	could use as driveway (short non-system spur) to access landing if needed in future
3324	UNAUTHORIZED INVENTORY: 3324	0	0.41	Moderate Risk/Moderate Benefit	Saco	likely not needed	decommission proposed as part of Albany South project
3332	UNAUTHORIZED INVENTORY: 3332	0	0.16	Moderate Risk/Low Benefit	Saco	likely not needed	may need to access that side of stream, but proximity to stream makes desirable to decommission if possible
3337	UNAUTHORIZED INVENTORY: 3337	0	0.16	Moderate Risk/Moderate Benefit	Saco	likely not needed	-
3601	UNAUTHORIZED INVENTORY: 3601	0	0.07	Low Risk/Low Benefit	Saco	likely not needed	-

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Road ID #	Road Name	Maintenance Level	Mile	Risk/Benefit Matrix	District	TAP Recommendation	Comments/Rationale
3602	UNAUTHORIZED INVENTORY: 3602	0	0.70	Low Risk/Low Benefit	Saco	likely not needed	middle one of the three roads accessing this area of suitable lands so decommissioned this one; may decide to keep this and decommission another when visit on ground
3602	UNAUTHORIZED INVENTORY: 3602	0	0.62	Moderate Risk/Low Benefit	Saco	likely not needed	middle one of the three roads accessing this area of suitable lands so decommissioned this one; may decide to keep this and decommission another when visit on ground
3612	UNAUTHORIZED INVENTORY: 3612	0	0.15	Low Risk/Low Benefit	Saco	likely not needed	not on FS lands
5003.1	UNAUTHORIZED INVENTORY: 5003.1	0	0.30	Low Risk/Low Benefit	Saco	likely not needed	-
5004	UNAUTHORIZED INVENTORY: 5004	0	0.49	Low Risk/Low Benefit	Saco	likely not needed	-
5034	5034	1 - BASIC CUSTODIAL CARE (CLOSED)	0.25	Moderate Risk/Moderate Benefit	Saco	likely not needed	-
5039	5039	1 - BASIC CUSTODIAL CARE (CLOSED)	1.75	High Risk/Low Benefit	Saco	likely not needed	All MA 2.1 land this road accesses is in RACR roadless; no other benefits that would compel retention as a road
5041	CONVERT 5041	0	1.41	Moderate Risk/Moderate Benefit	Saco	likely not needed	converted by Popple decision
5048	5048	1 - BASIC CUSTODIAL CARE (CLOSED)	0.19	Low Risk/Low Benefit	Saco	likely not needed	-
5069	UNAUTHORIZED INVENTORY: 5069	0	0.55	Low Risk/Low Benefit	Saco	likely not needed	part of County Line roads analysis
5078	UNAUTHORIZED INVENTORY: 5078	0	0.20	Low Risk/Low Benefit	Saco	likely not needed	skid to 86

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Road ID #	Road Name	Maintenance Level	Mile	Risk/Benefit Matrix	District	TAP Recommendation	Comments/Rationale
5079	UNAUTHORIZED INVENTORY: 5079	0	0.25	Low Risk/Low Benefit	Saco	likely not needed	skid to 86
5080	UNAUTHORIZED INVENTORY: 5080	0	0.75	Low Risk/Low Benefit	Saco	likely not needed	skid instead of maintaining road
5086	5086	0	0.09	Low Risk/Low Benefit	Saco	likely not needed	could use as driveway (short non-system spur) to access landing if needed in future
5117.1	UNAUTHORIZED INVENTORY: 5117.1	0	0.60	Low Risk/Low Benefit	Saco	likely not needed	MA 6.2 so Plan requires decommissioning
5119	UNAUTHORIZED INVENTORY: 5119	0	0.52	Low Risk/Low Benefit	Saco	likely not needed	skid to 5118.1
5128	5128	1 - BASIC CUSTODIAL CARE (CLOSED)	0.06	Low Risk/Low Benefit	Saco	likely not needed	could use as driveway (short non-system spur) to access landing if needed in future
5136	UNAUTHORIZED INVENTORY: 5136	0	0.46	Low Risk/Low Benefit	Saco	likely not needed	part of County Line roads analysis
5139	UNAUTHORIZED INVENTORY: 5139	0	0.21	Low Risk/Low Benefit	Saco	likely not needed	MA 6.2 so Plan requires decommissioning
5141	UNAUTHORIZED INVENTORY: 5141	0	0.70	Moderate Risk/Low Benefit	Saco	likely not needed	part of County Line roads analysis
5147	UNAUTHORIZED INVENTORY: 5147	0	0.94	Moderate Risk/Moderate Benefit	Saco	likely not needed	All MA 2.1 land this road accesses is in RACR roadless; no other benefits that would compel retention as a road
5159	UNAUTHORIZED INVENTORY: 5159	0	0.20	Low Risk/Moderate Benefit	Saco	likely not needed	could use as driveway (short non-system spur) to access landing if needed in future
5161	UNAUTHORIZED INVENTORY: 5161	0	0.08	Low Risk/Low Benefit	Saco	likely not needed	could use as driveway (short non-system spur) to access landing if needed in future
5162	UNAUTHORIZED INVENTORY: 5162	0	0.15	Low Risk/Low Benefit	Saco	likely not needed	could use as driveway (short non-system spur) to access landing if needed in future
5163	UNAUTHORIZED INVENTORY: 5163	0	0.07	Low Risk/Low Benefit	Saco	likely not needed	could use as driveway (short non-system spur) to access landing if needed in future

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Road ID #	Road Name	Maintenance Level	Mile	Risk/Benefit Matrix	District	TAP Recommendation	Comments/Rationale
	INVENTORY: 5163						spur) to access landing if needed in future
5169	CONVERTED: 5169	0	1.26	Moderate Risk/Moderate Benefit	Saco	likely not needed	trail, no longer a road
5180	UNAUTHORIZED INVENTORY: 5180	0	0.65	Moderate Risk/Low Benefit	Saco	likely not needed	-
5190	UNAUTHORIZED INVENTORY: 5190	0	0.06	Low Risk/Low Benefit	Saco	likely not needed	could use as driveway (short non-system spur) to access landing if needed in future
5194	UNAUTHORIZED INVENTORY: 5194	0	0.19	Moderate Risk/Low Benefit	Saco	likely not needed	-
5196	UNAUTHORIZED INVENTORY: 5196	0	0.25	Moderate Risk/Moderate Benefit	Saco	likely not needed	could use as driveway (short non-system spur) to access landing if needed in future
5199	UNAUTHORIZED INVENTORY: 5199	0	0.13	Low Risk/Low Benefit	Saco	likely not needed	could use as driveway (short non-system spur) to access landing if needed in future
5201.2	UNAUTHORIZED INVENTORY: 5201.2	1 - BASIC CUSTODIAL CARE (CLOSED)	1.26	Low Risk/Low Benefit	Saco	likely not needed	In MAs that prohibit roads
5204.2	UNAUTHORIZED INVENTORY: 5204.2	0	2.37	High Risk/Moderate Benefit	Saco	likely not needed	In MA 6.3 so roads must be closed and revegetated
5215	UNAUTHORIZED INVENTORY: 5215	0	0.10	Moderate Risk/Low Benefit	Saco	likely not needed	not sure it exists; could shorten to driveway if needed
5218	5218	0	0.11	Low Risk/Low Benefit	Saco	likely not needed	could use as driveway (short non-system spur) to access landing if needed in future
5223	UNAUTHORIZED INVENTORY: 5223	0	0.11	Low Risk/Moderate Benefit	Saco	likely not needed	enters Wilderness
5234	UNAUTHORIZED INVENTORY: 5234	0	0.10	Moderate Risk/Low Benefit	Saco	likely not needed	-
5237	UNAUTHORIZED INVENTORY: 5237	0	0.09	Moderate Risk/Moderate Benefit	Saco	likely not needed	-
5248	UNAUTHORIZED INVENTORY: 5248	0	0.36	Low Risk/Low Benefit	Saco	likely not needed	-

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Road ID #	Road Name	Maintenance Level	Mile	Risk/Benefit Matrix	District	TAP Recommendation	Comments/Rationale
	INVENTORY: 5248						
5254	UNAUTHORIZED INVENTORY: 5254	0	0.42	Low Risk/Low Benefit	Saco	likely not needed	-
5256	UNAUTHORIZED INVENTORY: 5256	0	0.00	Low Risk/Low Benefit	Saco	likely not needed	-
5257	UNAUTHORIZED INVENTORY: 5257	0	0.26	Moderate Risk/Moderate Benefit	Saco	likely not needed	-
5258	UNAUTHORIZED INVENTORY: 5258	2 - HIGH CLEARANCE VEHICLES	0.29	Low Risk/Low Benefit	Saco	likely not needed	-
5259	UNAUTHORIZED INVENTORY: 5259	1 - BASIC CUSTODIAL CARE (CLOSED)	0.14	Moderate Risk/Low Benefit	Saco	likely not needed	Road disposition was part of a NEPA decision
5273	5273	1 - BASIC CUSTODIAL CARE (CLOSED)	0.36	Low Risk/Moderate Benefit	Saco	likely not needed	crosses MA 6.2
5273	5273	1 - BASIC CUSTODIAL CARE (CLOSED)	0.53	Moderate Risk/Moderate Benefit	Saco	likely not needed	can skid to 244 instead
5275	UNAUTHORIZED INVENTORY: 5275	0	0.08	Low Risk/Low Benefit	Saco	likely not needed	could use as driveway (short non-system spur) to access landing if needed in future
5282	UNAUTHORIZED INVENTORY: 5282	0	0.26	Moderate Risk/Low Benefit	Saco	likely not needed	-
5283	UNAUTHORIZED INVENTORY: 5283	0	0.42	Low Risk/Low Benefit	Saco	likely not needed	-
5283	UNAUTHORIZED INVENTORY: 5283	0	0.35	Low Risk/Moderate Benefit	Saco	likely not needed	-
5283	UNAUTHORIZED INVENTORY: 5283	0	0.17	Moderate Risk/Low Benefit	Saco	likely not needed	-
5288	CONVERT: 5288	0	0.64	Moderate Risk/Moderate Benefit	Saco	likely not needed	converted by Popple Decision
5289	CONVERT 5289	0	0.49	Low Risk/Moderate Benefit	Saco	likely not needed	converted by Popple Decision

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Road ID #	Road Name	Maintenance Level	Mile	Risk/Benefit Matrix	District	TAP Recommendation	Comments/Rationale
5292	UNAUTHORIZED INVENTORY: 5292	0	0.08	Low Risk/Low Benefit	Saco	likely not needed	could use as driveway (short non-system spur) to access landing if needed in future
5293	UNAUTHORIZED INVENTORY: 5293	0	0.11	Low Risk/Moderate Benefit	Saco	likely not needed	could use as driveway (short non-system spur) to access landing if needed in future
5301.1	UNAUTHORIZED INVENTORY: 5301.1	0	0.68	Moderate Risk/High Benefit	Saco	likely not needed	All MA 2.1 land this road accesses is in RACR roadless; no other benefits that would compel retention as a road
5301.2	UNAUTHORIZED INVENTORY: 5301.2	0	0.44	Low Risk/Moderate Benefit	Saco	likely not needed	All MA 2.1 land this road accesses is in RACR roadless; no other benefits that would compel retention as a road
5325	UNAUTHORIZED INVENTORY: 5325	0	0.31	Low Risk/Low Benefit	Saco	likely not needed	redundant with 318B
5349	UNAUTHORIZED INVENTORY: 5349	0	0.56	Moderate Risk/Low Benefit	Saco	likely not needed	part of County Line roads analysis
5355.2	UNAUTHORIZED INVENTORY: 5355.2	0	0.55	Moderate Risk/Low Benefit	Saco	likely not needed	part of County Line roads analysis
5358	UNAUTHORIZED INVENTORY: 5358	0	0.07	Moderate Risk/Low Benefit	Saco	likely not needed	-
5376	UNAUTHORIZED INVENTORY: 5376	0	0.34	Low Risk/Low Benefit	Saco	likely not needed	can skid to 5209
5392	UNAUTHORIZED INVENTORY: 5392	0	0.33	Low Risk/Moderate Benefit	Saco	likely not needed	-
5393	CONVERTED: 5393	0	2.07	Moderate Risk/Moderate Benefit	Saco	likely not needed	-
5401	UNAUTHORIZED INVENTORY: 5401	0	0.34	Moderate Risk/Low Benefit	Saco	likely not needed	can use driveways off Kanc or Ham Brook for harvest if needed
5428	UNAUTHORIZED INVENTORY: 5428	0	0.18	Low Risk/Low Benefit	Saco	likely not needed	can use driveways off Kanc or Ham Brook for harvest if needed

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Road ID #	Road Name	Maintenance Level	Mile	Risk/Benefit Matrix	District	TAP Recommendation	Comments/Rationale
5428	UNAUTHORIZED INVENTORY: 5428	0	1.03	Low Risk/Moderate Benefit	Saco	likely not needed	can use driveways off Kanc or Ham Brook for harvest if needed
5436.2	UNAUTHORIZED INVENTORY: 5436.2	0	0.17	Moderate Risk/High Benefit	Saco	likely not needed	can skid to 5436.1
5436.2	UNAUTHORIZED INVENTORY: 5436.2	0	0.54	Moderate Risk/Moderate Benefit	Saco	likely not needed	MA 6.2 so Plan requires decommissioning
5437	UNAUTHORIZED INVENTORY: 5437	0	0.10	Moderate Risk/Low Benefit	Saco	likely not needed	-
5438	UNAUTHORIZED INVENTORY: 5438	0	0.34	Moderate Risk/Low Benefit	Saco	likely not needed	skid to 27A
5442	UNAUTHORIZED INVENTORY: 5442	0	0.07	Low Risk/Low Benefit	Saco	likely not needed	could use as driveway (short non-system spur) to access landing if needed in future
5443	UNAUTHORIZED INVENTORY: 5443	0	0.23	Moderate Risk/Low Benefit	Saco	likely not needed	redundant loop
5445	UNAUTHORIZED INVENTORY: 5445	0	0.07	Moderate Risk/Moderate Benefit	Saco	likely not needed	-
5463.1	UNAUTHORIZED INVENTORY: 5463.1	0	0.31	Moderate Risk/Low Benefit	Saco	likely not needed	enters Wilderness
5473	UNAUTHORIZED INVENTORY: 5473	0	0.71	Moderate Risk/Moderate Benefit	Saco	likely not needed	decommissioned as part of Province decision
5474	UNAUTHORIZED INVENTORY: 5474	0	0.56	Low Risk/Low Benefit	Saco	likely not needed	decommissioned as part of Province decision
5476	UNAUTHORIZED INVENTORY: 5476	0	0.32	Low Risk/Low Benefit	Saco	likely not needed	decommissioned as part of Province decision
5477	UNAUTHORIZED INVENTORY: 5477	0	0.51	Low Risk/Low Benefit	Saco	likely not needed	part of Province decision
5491	5491	1 - BASIC CUSTODIAL CARE (CLOSED)	0.09	Low Risk/Low Benefit	Saco	likely not needed	skid to 5060

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Road ID #	Road Name	Maintenance Level	Mile	Risk/Benefit Matrix	District	TAP Recommendation	Comments/Rationale
5496	UNAUTHORIZED INVENTORY: 5496	0	0.65	Moderate Risk/Low Benefit	Saco	likely not needed	All MA 2.1 land this road accesses is in RACR roadless; no other benefits that would compel retention as a road
5497	UNAUTHORIZED INVENTORY: 5497	0	0.23	Low Risk/Low Benefit	Saco	likely not needed	-
5498	UNAUTHORIZED INVENTORY: 5498	0	0.26	Low Risk/Low Benefit	Saco	likely not needed	-
95445	CONVERT 95445	0	2.05	High Risk/Moderate Benefit	Saco	likely not needed	converted by Popple Decision
138B	BLACKBERRY CROSSING CG SPUR B	4 - MODERATE DEGREE OF USER COMFORT	0.07	Moderate Risk/Moderate Benefit	Saco	likely not needed	unnecessary because campers walk to group sites
17F	SLIPPERY BROOK SPUR F	1 - BASIC CUSTODIAL CARE (CLOSED)	0.14	Moderate Risk/Low Benefit	Saco	likely not needed	skid to spur F instead of maintaining this road
17G	SLIPPERY BROOK SPUR G	1 - BASIC CUSTODIAL CARE (CLOSED)	0.00	Low Risk/Low Benefit	Saco	likely not needed	access from other roads
17G	SLIPPERY BROOK SPUR G	1 - BASIC CUSTODIAL CARE (CLOSED)	0.50	Moderate Risk/Low Benefit	Saco	likely not needed	access from other roads
37-UNK2	37-UNK2	0	0.34	Low Risk/Moderate Benefit	Saco	likely not needed	accesses wilderness
38C	EAST BRANCH SPUR C	1 - BASIC CUSTODIAL CARE (CLOSED)	0.29	High Risk/Low Benefit	Saco	likely not needed	-
39B	LANGDON BROOK SPUR B	1 - BASIC CUSTODIAL CARE (CLOSED)	0.11	Low Risk/Moderate Benefit	Saco	likely not needed	-
47-UNC1	UNAUTHORIZED INVENTORY: 47-UNC1	0	0.16	Low Risk/High Benefit	Saco	likely not needed	-
47-UNC1	UNAUTHORIZED INVENTORY: 47-UNC1	0	0.00	Low Risk/Low Benefit	Saco	likely not needed	-
5355A	UNAUTHORIZED INVENTORY: 5355A	0	0.45	Low Risk/Low Benefit	Saco	likely not needed	skid to 5355.1; would access RACR
86A	NORTH BRANCH SAWYER SPUR A	1 - BASIC CUSTODIAL CARE (CLOSED)	1.14	Moderate Risk/Low Benefit	Saco	likely not needed	can skid to 86
TWN-016	OLD NH-16	1 - BASIC CUSTODIAL CARE (CLOSED)	0.18	Moderate Risk/Moderate Benefit	Saco	likely not needed	-

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Road ID #	Road Name	Maintenance Level	Mile	Risk/Benefit Matrix	District	TAP Recommendation	Comments/Rationale
U-0009	UNAUTHORIZED INVENTORY: U-0009	0	0.13	Low Risk/Moderate Benefit	Saco	likely not needed	orchard road provides access instead
U-0012	UNAUTHORIZED INVENTORY: U-0012	0	0.22	Low Risk/Low Benefit	Saco	likely not needed	-
U-0013.2	UNAUTHORIZED INV: U-0013.2	0	0.25	Low Risk/High Benefit	Saco	likely not needed	access from 5230
U-238C	U-238C	1 - BASIC CUSTODIAL CARE (CLOSED)	0.21	Low Risk/Low Benefit	Saco	likely not needed	skid instead of maintaining road
U-238D	U-238D	1 - BASIC CUSTODIAL CARE (CLOSED)	0.15	Low Risk/Low Benefit	Saco	likely not needed	skid instead of maintaining road
4	GREAT BROOK	3 - SUITABLE FOR PASSENGER CARS	0.21	Low Risk/High Benefit	Saco	needed	Access for long-term forestry/wildlife management and recreation; part of Albany South project
4	GREAT BROOK	3 - SUITABLE FOR PASSENGER CARS	0.31	Moderate Risk/High Benefit	Saco	needed	Access for long-term forestry/wildlife management and recreation; part of Albany South project
9	DEER HILL	3 - SUITABLE FOR PASSENGER CARS	2.49	High Risk/High Benefit	Saco	needed	high recreational use - hiking and mineral site
9	DEER HILL	3 - SUITABLE FOR PASSENGER CARS	2.46	Moderate Risk/High Benefit	Saco	needed	high recreational use - hiking and mineral site
17	SLIPPERY BROOK	1 - BASIC CUSTODIAL CARE (CLOSED)	0.06	Low Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management
17	SLIPPERY BROOK	1 - BASIC CUSTODIAL CARE (CLOSED)	0.16	Moderate Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management
17	SLIPPERY BROOK	1 - BASIC CUSTODIAL CARE (CLOSED)	1.95	Moderate Risk/Moderate Benefit	Saco	needed	Access for long-term forestry/wildlife management
17	SLIPPERY BROOK	3 - SUITABLE FOR PASSENGER CARS	2.49	High Risk/High Benefit	Saco	needed	high recreational use
17	SLIPPERY BROOK	3 - SUITABLE FOR PASSENGER CARS	0.21	Low Risk/Moderate Benefit	Saco	needed	high recreational use
17	SLIPPERY BROOK	3 - SUITABLE FOR PASSENGER CARS	1.40	Moderate Risk/High Benefit	Saco	needed	high recreational use
20	GARDINER BROOK	1 - BASIC CUSTODIAL CARE (CLOSED)	1.01	High Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management
20	GARDINER BROOK	1 - BASIC CUSTODIAL CARE (CLOSED)	1.04	Moderate Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management

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Road ID #	Road Name	Maintenance Level	Mile	Risk/Benefit Matrix	District	TAP Recommendation	Comments/Rationale
20	GARDINER BROOK	2 - HIGH CLEARANCE VEHICLES	0.11	High Risk/Moderate Benefit	Saco	needed	Access for long-term forestry/wildlife management
27	ROCKY BRANCH	2 - HIGH CLEARANCE VEHICLES	0.32	Low Risk/High Benefit	Saco	needed	Access for long-term forestry/wildlife management
27	ROCKY BRANCH	2 - HIGH CLEARANCE VEHICLES	0.71	Moderate Risk/High Benefit	Saco	needed	Access for long-term forestry/wildlife management
27	ROCKY BRANCH	2 - HIGH CLEARANCE VEHICLES	0.03	Moderate Risk/Moderate Benefit	Saco	needed	Access for long-term forestry/wildlife management
27	ROCKY BRANCH	3 - SUITABLE FOR PASSENGER CARS	1.97	Low Risk/High Benefit	Saco	needed	accesses trailhead parking lot; Access for long-term forestry/wildlife management
27	ROCKY BRANCH	3 - SUITABLE FOR PASSENGER CARS	0.09	Moderate Risk/Moderate Benefit	Saco	needed	accesses trailhead parking lot; Access for long-term forestry/wildlife management
28	DEER BROOK	1 - BASIC CUSTODIAL CARE (CLOSED)	1.26	High Risk/Moderate Benefit	Saco	needed	Access for long-term forestry/wildlife management
28	DEER BROOK	2 - HIGH CLEARANCE VEHICLES	0.06	Low Risk/Moderate Benefit	Saco	needed	change to ML 1; Access for long-term forestry/wildlife management
28	DEER BROOK	2 - HIGH CLEARANCE VEHICLES	0.74	Moderate Risk/High Benefit	Saco	needed	Access for long-term forestry/wildlife management
28	DEER BROOK	2 - HIGH CLEARANCE VEHICLES	0.09	Moderate Risk/High Benefit	Saco	needed	change to ML 1; Access for long-term forestry/wildlife management
34	SAWYER RIVER	2 - HIGH CLEARANCE VEHICLES	0.25	Low Risk/High Benefit	Saco	needed	Access for long-term forestry/wildlife management
34	SAWYER RIVER	2 - HIGH CLEARANCE VEHICLES	0.84	Low Risk/Moderate Benefit	Saco	needed	Access for long-term forestry/wildlife management
34	SAWYER RIVER	2 - HIGH CLEARANCE VEHICLES	0.18	Moderate Risk/High Benefit	Saco	needed	Access for long-term forestry/wildlife management
34	SAWYER RIVER	3 - SUITABLE FOR PASSENGER CARS	3.45	High Risk/High Benefit	Saco	needed	access for recreation, private land, forestry/wildlife
34	SAWYER RIVER	3 - SUITABLE FOR PASSENGER CARS	0.36	Moderate Risk/High Benefit	Saco	needed	access for recreation, private land, forestry/wildlife
35	ROB BROOK	2 - HIGH CLEARANCE VEHICLES	1.07	High Risk/High Benefit	Saco	needed	Access for long-term forestry/wildlife management; access to Church Pond RNA, wildlife opening, nest boxes, and bat surveys

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Road ID #	Road Name	Maintenance Level	Mile	Risk/Benefit Matrix	District	TAP Recommendation	Comments/Rationale
35	ROB BROOK	2 - HIGH CLEARANCE VEHICLES	1.44	Low Risk/High Benefit	Saco	needed	Access for long-term forestry/wildlife management; access to Church Pond RNA, wildlife opening, nest boxes, and bat surveys
35	ROB BROOK	2 - HIGH CLEARANCE VEHICLES	1.71	Low Risk/Moderate Benefit	Saco	needed	Access for long-term forestry/wildlife management; access to Church Pond RNA, wildlife opening, nest boxes, and bat surveys
35	ROB BROOK	2 - HIGH CLEARANCE VEHICLES	0.21	Moderate Risk/High Benefit	Saco	needed	Access for long-term forestry/wildlife management; access to Church Pond RNA, wildlife opening, nest boxes, and bat surveys
35	ROB BROOK	2 - HIGH CLEARANCE VEHICLES	1.72	Moderate Risk/Moderate Benefit	Saco	needed	Access for long-term forestry/wildlife management; access to Church Pond RNA, wildlife opening, nest boxes, and bat surveys
36	BASIN POND	3 - SUITABLE FOR PASSENGER CARS	0.05	Low Risk/High Benefit	Saco	needed	access to campground and wildlife openings
36	BASIN POND	3 - SUITABLE FOR PASSENGER CARS	0.61	Moderate Risk/High Benefit	Saco	needed	access to campground and wildlife openings
37	HEDGEHOG MOUNTAIN	1 - BASIC CUSTODIAL CARE (CLOSED)	0.22	Low Risk/Moderate Benefit	Saco	needed	Access for long-term forestry/wildlife management
37	HEDGEHOG MOUNTAIN	2 - HIGH CLEARANCE VEHICLES	0.90	Low Risk/High Benefit	Saco	needed	Access for long-term forestry/wildlife management
37	HEDGEHOG MOUNTAIN	2 - HIGH CLEARANCE VEHICLES	0.19	Low Risk/Moderate Benefit	Saco	needed	Access for long-term forestry/wildlife management
37	HEDGEHOG MOUNTAIN	3 - SUITABLE FOR PASSENGER CARS	0.21	Low Risk/High Benefit	Saco	needed	change to ML 2; Access for long-term forestry/wildlife management
37	HEDGEHOG MOUNTAIN	3 - SUITABLE FOR PASSENGER CARS	0.00	Low Risk/Low Benefit	Saco	needed	change to ML 2; Access for long-term forestry/wildlife management
38	EAST BRANCH SACO RIVER	3 - SUITABLE FOR PASSENGER CARS	1.58	High Risk/High Benefit	Saco	needed	recreation and long-term forestry/wildlife management
38	EAST BRANCH SACO RIVER	3 - SUITABLE FOR PASSENGER CARS	0.36	Low Risk/High Benefit	Saco	needed	recreation and long-term forestry/wildlife management
38	EAST BRANCH SACO RIVER	3 - SUITABLE FOR PASSENGER CARS	0.00	Low Risk/Low Benefit	Saco	needed	recreation and long-term forestry/wildlife management

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Road ID #	Road Name	Maintenance Level	Mile	Risk/Benefit Matrix	District	TAP Recommendation	Comments/Rationale
38	EAST BRANCH SACO RIVER	3 - SUITABLE FOR PASSENGER CARS	0.17	Low Risk/Moderate Benefit	Saco	needed	recreation and long-term forestry/wildlife management
38	EAST BRANCH SACO RIVER	3 - SUITABLE FOR PASSENGER CARS	1.19	Moderate Risk/High Benefit	Saco	needed	recreation and long-term forestry/wildlife management
39	LANGDON BROOK	2 - HIGH CLEARANCE VEHICLES	0.95	High Risk/High Benefit	Saco	needed	change to ML 1; currently not maintained; Access for long-term forestry/wildlife management including wildlife openings
39	LANGDON BROOK	2 - HIGH CLEARANCE VEHICLES	0.27	Low Risk/High Benefit	Saco	needed	change to ML 1; currently not maintained; Access for long-term forestry/wildlife management including wildlife openings
39	LANGDON BROOK	3 - SUITABLE FOR PASSENGER CARS	0.55	High Risk/High Benefit	Saco	needed	change to ML 2; currently not maintained; Access for long-term forestry/wildlife management and wildlife openings
39	LANGDON BROOK	3 - SUITABLE FOR PASSENGER CARS	0.08	High Risk/Moderate Benefit	Saco	needed	change to ML 2; currently not maintained; Access for long-term forestry/wildlife management and wildlife openings
39	LANGDON BROOK	3 - SUITABLE FOR PASSENGER CARS	0.43	Low Risk/High Benefit	Saco	needed	change to ML 2; currently not maintained; Access for long-term forestry/wildlife management and wildlife openings
39	LANGDON BROOK	3 - SUITABLE FOR PASSENGER CARS	0.42	Moderate Risk/High Benefit	Saco	needed	change to ML 2; currently not maintained; Access for long-term forestry/wildlife management and wildlife openings
39	LANGDON BROOK	3 - SUITABLE FOR PASSENGER CARS	0.02	Moderate Risk/Moderate Benefit	Saco	needed	change to ML 2; currently not maintained; Access for long-term forestry/wildlife management and wildlife openings

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Road ID #	Road Name	Maintenance Level	Mile	Risk/Benefit Matrix	District	TAP Recommendation	Comments/Rationale
41	OLIVERIAN EAST	1 - BASIC CUSTODIAL CARE (CLOSED)	0.44	Moderate Risk/High Benefit	Saco	needed	Access for long-term forestry/wildlife management
46	COLD BASIN	2 - HIGH CLEARANCE VEHICLES	0.51	Low Risk/Moderate Benefit	Saco	needed	change to ML 1; Access for long-term forestry/wildlife management
46	COLD BASIN	2 - HIGH CLEARANCE VEHICLES	0.18	Moderate Risk/Moderate Benefit	Saco	needed	access to extensive area for forestry/wildlife management; bridge over stream accesses private so propose to keep as level 2
47	BASIN BROOK	1 - BASIC CUSTODIAL CARE (CLOSED)	0.26	High Risk/Low Benefit	Saco	needed	Accesses extensive area for long-term forestry/wildlife management
47	BASIN BROOK	1 - BASIC CUSTODIAL CARE (CLOSED)	1.32	Moderate Risk/Moderate Benefit	Saco	needed	Accesses extensive area for long-term forestry/wildlife management
47	BASIN BROOK	2 - HIGH CLEARANCE VEHICLES	0.83	High Risk/High Benefit	Saco	needed	change to ML 1; Access for long-term forestry/wildlife management
47	BASIN BROOK	2 - HIGH CLEARANCE VEHICLES	0.00	Low Risk/Low Benefit	Saco	needed	change to ML 1; Access for long-term forestry/wildlife management
47	BASIN BROOK	2 - HIGH CLEARANCE VEHICLES	0.07	Moderate Risk/High Benefit	Saco	needed	change to ML 1; Access for long-term forestry/wildlife management
49	HOBB'S BROOK	2 - HIGH CLEARANCE VEHICLES	0.86	Low Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management
49	HOBB'S BROOK	2 - HIGH CLEARANCE VEHICLES	0.92	Moderate Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management
50	HORSESHOE POND	2 - HIGH CLEARANCE VEHICLES	0.67	Low Risk/High Benefit	Saco	needed	remove lower half entirely; maintain upper half (just below WLO) as ML1
50	HORSESHOE POND	2 - HIGH CLEARANCE VEHICLES	0.36	Moderate Risk/Moderate Benefit	Saco	needed	access to wildlife opening and hiking trails
58	CHADBOURNE	2 - HIGH CLEARANCE VEHICLES	1.02	High Risk/Moderate Benefit	Saco	needed	decommission bottom half-mile; keep first section as access to private property, which may include guarantee of ML
68	PAUGUS BROOK	2 - HIGH CLEARANCE VEHICLES	0.47	Moderate Risk/High Benefit	Saco	needed	Access for long-term forestry/wildlife management

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Road ID #	Road Name	Maintenance Level	Mile	Risk/Benefit Matrix	District	TAP Recommendation	Comments/Rationale
68	PAUGUS BROOK	2 - HIGH CLEARANCE VEHICLES	0.06	Moderate Risk/Moderate Benefit	Saco	needed	Access for long-term forestry/wildlife management
77	CONWAY ADMIN SITE	4 - MODERATE DEGREE OF USER COMFORT	0.12	Moderate Risk/Moderate Benefit	Saco	needed	Saco RD Office
77	CONWAY ADMIN SITE	4 - MODERATE DEGREE OF USER COMFORT	0.02	Moderate Risk/Moderate Benefit	Saco	needed	access to office
83	GREENS CLIFF	1 - BASIC CUSTODIAL CARE (CLOSED)	0.25	Low Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management; part of County Line roads analysis
85	CARRIGAIN BROOK	1 - BASIC CUSTODIAL CARE (CLOSED)	0.54	Low Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management
85	CARRIGAIN BROOK	1 - BASIC CUSTODIAL CARE (CLOSED)	1.07	Moderate Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management
86	NORTH BRANCH SAWYER	2 - HIGH CLEARANCE VEHICLES	2.10	Low Risk/Moderate Benefit	Saco	needed	Access for long-term forestry/wildlife management
86	NORTH BRANCH SAWYER	2 - HIGH CLEARANCE VEHICLES	0.09	Moderate Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management
120	COLD RIVER CAMPGROUND	4 - MODERATE DEGREE OF USER COMFORT	0.30	Low Risk/High Benefit	Saco	needed	change to ML 3; campground road
124	PASSACONWAY CAMPGROUND	4 - MODERATE DEGREE OF USER COMFORT	0.04	Low Risk/Low Benefit	Saco	needed	Campground access
124	PASSACONWAY CAMPGROUND	4 - MODERATE DEGREE OF USER COMFORT	0.18	Low Risk/Moderate Benefit	Saco	needed	Campground access
129	WHITE LEDGE CAMPGROUND	4 - MODERATE DEGREE OF USER COMFORT	0.26	High Risk/Moderate Benefit	Saco	needed	change to ML 3; campground road
129	WHITE LEDGE CAMPGROUND	4 - MODERATE DEGREE OF USER COMFORT	0.00	Low Risk/Low Benefit	Saco	needed	change to ML 3; campground road
129	WHITE LEDGE CAMPGROUND	4 - MODERATE DEGREE OF USER COMFORT	0.07	Low Risk/Moderate Benefit	Saco	needed	change to ML 3; campground road
137	FOOLKILLER	2 - HIGH CLEARANCE VEHICLES	0.32	Low Risk/Moderate Benefit	Saco	needed	Access for long-term forestry/wildlife management; part of Kanc 7 decision
137	FOOLKILLER	2 - HIGH CLEARANCE VEHICLES	1.15	Moderate Risk/Moderate Benefit	Saco	needed	Access for long-term forestry/wildlife management; part of Kanc 7 decision
138	BLACKBERRY CROSSING	4 - MODERATE DEGREE OF USER COMFORT	0.16	Low Risk/Moderate Benefit	Saco	needed	campground access

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Road ID #	Road Name	Maintenance Level	Mile	Risk/Benefit Matrix	District	TAP Recommendation	Comments/Rationale
	CAMPGROUND						
138	BLACKBERRY CROSSING CAMPGROUND	4 - MODERATE DEGREE OF USER COMFORT	0.11	Moderate Risk/Moderate Benefit	Saco	needed	campground access
143	CURRIER BROOK	1 - BASIC CUSTODIAL CARE (CLOSED)	0.56	Low Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management
143	CURRIER BROOK	2 - HIGH CLEARANCE VEHICLES	0.11	Low Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management
158	LILY POND	1 - BASIC CUSTODIAL CARE (CLOSED)	0.59	Low Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management
209	FALLS POND	2 - HIGH CLEARANCE VEHICLES	0.13	Low Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management; part of NE Swift decision
209	FALLS POND	2 - HIGH CLEARANCE VEHICLES	1.82	Low Risk/Moderate Benefit	Saco	needed	Access for long-term forestry/wildlife management; part of NE Swift decision
230	LOUISVILLE BROOK	1 - BASIC CUSTODIAL CARE (CLOSED)	0.08	Low Risk/Moderate Benefit	Saco	needed	Access for long-term forestry/wildlife management
230	LOUISVILLE BROOK	1 - BASIC CUSTODIAL CARE (CLOSED)	0.30	Moderate Risk/Moderate Benefit	Saco	needed	Access for long-term forestry/wildlife management
231	ALBANY BROOK	1 - BASIC CUSTODIAL CARE (CLOSED)	1.15	Low Risk/Moderate Benefit	Saco	needed	Access for long-term forestry/wildlife management; can probably decommission upper end
233	WILDCAT BROOK	1 - BASIC CUSTODIAL CARE (CLOSED)	0.29	Moderate Risk/Moderate Benefit	Saco	needed	Access for long-term forestry/wildlife management
233	WILDCAT BROOK	2 - HIGH CLEARANCE VEHICLES	0.24	High Risk/High Benefit	Saco	needed	Access for long-term forestry/wildlife management
233	WILDCAT BROOK	2 - HIGH CLEARANCE VEHICLES	1.47	High Risk/Moderate Benefit	Saco	needed	Access for long-term forestry/wildlife management
233	WILDCAT BROOK	2 - HIGH CLEARANCE VEHICLES	0.43	Moderate Risk/High Benefit	Saco	needed	Access for long-term forestry/wildlife management; also includes new trailhead
234	BURNT KNOLL BROOK	2 - HIGH CLEARANCE VEHICLES	0.68	Low Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management
234	BURNT KNOLL BROOK	2 - HIGH CLEARANCE VEHICLES	0.75	Moderate Risk/Low Benefit	Saco	needed	change to ML 1; access for long-term forestry/wildlife management

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Road ID #	Road Name	Maintenance Level	Mile	Risk/Benefit Matrix	District	TAP Recommendation	Comments/Rationale
238	EAST FORK	1 - BASIC CUSTODIAL CARE (CLOSED)	0.46	High Risk/Moderate Benefit	Saco	needed	Access for long-term forestry/wildlife management
238	EAST FORK	1 - BASIC CUSTODIAL CARE (CLOSED)	0.00	Low Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management
238	EAST FORK	1 - BASIC CUSTODIAL CARE (CLOSED)	1.05	Low Risk/Moderate Benefit	Saco	needed	Access for long-term forestry/wildlife management
238	EAST FORK	1 - BASIC CUSTODIAL CARE (CLOSED)	2.00	Moderate Risk/Moderate Benefit	Saco	needed	Access for long-term forestry/wildlife management
244	MCDONOUGH BROOK	2 - HIGH CLEARANCE VEHICLES	0.36	High Risk/High Benefit	Saco	needed	change to ML 1
244	MCDONOUGH BROOK	2 - HIGH CLEARANCE VEHICLES	0.74	Moderate Risk/High Benefit	Saco	needed	change to ML 1
270	OTIS BROOK	1 - BASIC CUSTODIAL CARE (CLOSED)	0.01	Low Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management
270	OTIS BROOK	1 - BASIC CUSTODIAL CARE (CLOSED)	0.02	Low Risk/Moderate Benefit	Saco	needed	Access for long-term forestry/wildlife management
270	OTIS BROOK	1 - BASIC CUSTODIAL CARE (CLOSED)	0.60	Moderate Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management
301	PROVINCE BROOK	1 - BASIC CUSTODIAL CARE (CLOSED)	0.72	Low Risk/Low Benefit	Saco	needed	Road disposition was part of a NEPA decision
303	WEEKS BROOK	2 - HIGH CLEARANCE VEHICLES	1.97	Moderate Risk/High Benefit	Saco	needed	Road disposition was part of a NEPA decision
306	PROVINCE POND	1 - BASIC CUSTODIAL CARE (CLOSED)	0.43	Moderate Risk/Moderate Benefit	Saco	needed	Access for long-term forestry/wildlife management; part of Province decision
316	MIDDLE BROOK	1 - BASIC CUSTODIAL CARE (CLOSED)	1.75	High Risk/Moderate Benefit	Saco	needed	Access for long-term forestry/wildlife management; part of Province decision; decommission ~1000' that is in RACR roadless
317	HARDWOOD HILL	1 - BASIC CUSTODIAL CARE (CLOSED)	0.62	Moderate Risk/High Benefit	Saco	needed	change to ML 2 to retain substantial drainage structures; Access for long-term forestry/wildlife management; part of Province decision
317	HARDWOOD HILL	1 - BASIC CUSTODIAL CARE (CLOSED)	1.78	Moderate Risk/Low Benefit	Saco	needed	change to ML 2 to retain substantial drainage structures; Access for long-term forestry/wildlife

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Road ID #	Road Name	Maintenance Level	Mile	Risk/Benefit Matrix	District	TAP Recommendation	Comments/Rationale
							management; part of Province decision
317	HARDWOOD HILL	3 - SUITABLE FOR PASSENGER CARS	0.11	Moderate Risk/High Benefit	Saco	needed	accesses parking lot; also access for long-term forestry/wildlife management; part of Province decision
318	CHURCH POND	2 - HIGH CLEARANCE VEHICLES	0.44	Low Risk/Moderate Benefit	Saco	needed	change to ML 1
318	CHURCH POND	2 - HIGH CLEARANCE VEHICLES	4.90	Moderate Risk/High Benefit	Saco	needed	Access for long-term forestry/wildlife management; access to Church Pond RNA; used for bat surveys
323	CAVE MOUNTAIN	1 - BASIC CUSTODIAL CARE (CLOSED)	0.10	Low Risk/Moderate Benefit	Saco	needed	access to private inholding
323	CAVE MOUNTAIN	1 - BASIC CUSTODIAL CARE (CLOSED)	0.56	Moderate Risk/Moderate Benefit	Saco	needed	access to private inholding
325	MERSERVE	1 - BASIC CUSTODIAL CARE (CLOSED)	1.11	High Risk/Moderate Benefit	Saco	needed	Access for long-term forestry/wildlife management
325	MERSERVE	1 - BASIC CUSTODIAL CARE (CLOSED)	1.09	Low Risk/Moderate Benefit	Saco	needed	Access for long-term forestry/wildlife management
325	MERSERVE	2 - HIGH CLEARANCE VEHICLES	0.19	High Risk/Moderate Benefit	Saco	needed	Access for long-term forestry/wildlife management
325	MERSERVE	3 - SUITABLE FOR PASSENGER CARS	0.72	Moderate Risk/Moderate Benefit	Saco	needed	change to ML 2; Access for long-term forestry/wildlife management
336	PALMER MOUNTAIN	1 - BASIC CUSTODIAL CARE (CLOSED)	1.31	Moderate Risk/Moderate Benefit	Saco	needed	Access for long-term forestry/wildlife management
337	SPRING BROOK	2 - HIGH CLEARANCE VEHICLES	0.39	Low Risk/High Benefit	Saco	needed	Access for long-term forestry/wildlife management
337	SPRING BROOK	2 - HIGH CLEARANCE VEHICLES	0.63	Moderate Risk/High Benefit	Saco	needed	Access for long-term forestry/wildlife management
337	SPRING BROOK	2 - HIGH CLEARANCE VEHICLES	0.45	Moderate Risk/Moderate Benefit	Saco	needed	Access for long-term forestry/wildlife management
354	PROVINCE BROOK EAST	1 - BASIC CUSTODIAL CARE (CLOSED)	1.01	High Risk/Moderate Benefit	Saco	needed	Access for long-term forestry/wildlife management
355	SHELL POND BROOK	1 - BASIC CUSTODIAL CARE (CLOSED)	0.27	Moderate Risk/Moderate Benefit	Saco	needed	Access for long-term forestry/wildlife management
367	PANO PLACE	2 - HIGH CLEARANCE VEHICLES	0.28	Moderate Risk/Moderate Benefit	Saco	needed	change to ML1; access to private inholding

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Road ID #	Road Name	Maintenance Level	Mile	Risk/Benefit Matrix	District	TAP Recommendation	Comments/Rationale
369	WHITE LEDGE	2 - HIGH CLEARANCE VEHICLES	0.31	High Risk/Moderate Benefit	Saco	needed	accesses private property and dispersed recreation site
369	WHITE LEDGE	2 - HIGH CLEARANCE VEHICLES	0.74	Moderate Risk/Moderate Benefit	Saco	needed	accesses private property and dispersed recreation site
373	GUINEA HILL	1 - BASIC CUSTODIAL CARE (CLOSED)	1.47	Low Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management
373	GUINEA HILL	1 - BASIC CUSTODIAL CARE (CLOSED)	0.12	Moderate Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management
376	MT ISRAEL	2 - HIGH CLEARANCE VEHICLES	0.28	Moderate Risk/Low Benefit	Saco	needed	change to ML 1
379	HALES LOCATION	2 - HIGH CLEARANCE VEHICLES	2.72	High Risk/High Benefit	Saco	needed	Access for fire suppression and long-term forestry/wildlife management
379	HALES LOCATION	2 - HIGH CLEARANCE VEHICLES	1.43	Moderate Risk/High Benefit	Saco	needed	Access for fire suppression and long-term forestry/wildlife management
380	MOAT MOUNTAIN	3 - SUITABLE FOR PASSENGER CARS	0.00	Low Risk/Moderate Benefit	Saco	needed	access for recreation (mountain biking and minerals site) and forestry
380	MOAT MOUNTAIN	3 - SUITABLE FOR PASSENGER CARS	1.24	Moderate Risk/High Benefit	Saco	needed	access for recreation (mountain biking and minerals site) and forestry
450	PEAKED HILL	1 - BASIC CUSTODIAL CARE (CLOSED)	0.45	Moderate Risk/Low Benefit	Saco	needed	Road disposition was part of a NEPA decision
450	PEAKED HILL	3 - SUITABLE FOR PASSENGER CARS	1.26	High Risk/High Benefit	Saco	needed	Road disposition was part of a NEPA decision
450	PEAKED HILL	3 - SUITABLE FOR PASSENGER CARS	0.02	Low Risk/Low Benefit	Saco	needed	Road disposition was part of a NEPA decision
450	PEAKED HILL	3 - SUITABLE FOR PASSENGER CARS	0.10	Low Risk/Moderate Benefit	Saco	needed	Road disposition was part of a NEPA decision
450	PEAKED HILL	3 - SUITABLE FOR PASSENGER CARS	1.04	Moderate Risk/High Benefit	Saco	needed	Road disposition was part of a NEPA decision
451	UPPER KIMBALL	3 - SUITABLE FOR PASSENGER CARS	0.07	Low Risk/Moderate Benefit	Saco	needed	change to ML 1; access to private land; Province decision changed this segment to be 451A
451	UPPER KIMBALL	3 - SUITABLE FOR PASSENGER CARS	0.02	Low Risk/Moderate Benefit	Saco	needed	change to ML 2; access for forestry/wildlife management including

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Road ID #	Road Name	Maintenance Level	Mile	Risk/Benefit Matrix	District	TAP Recommendation	Comments/Rationale
							wildlife openings; part of Province decision
501	LILY POND SOUTH	1 - BASIC CUSTODIAL CARE (CLOSED)	0.00	Low Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management; part of Kanc 7 decision
501	LILY POND SOUTH	1 - BASIC CUSTODIAL CARE (CLOSED)	0.20	Low Risk/Moderate Benefit	Saco	needed	Access for long-term forestry/wildlife management; part of Kanc 7 decision
501	LILY POND SOUTH	1 - BASIC CUSTODIAL CARE (CLOSED)	0.23	Moderate Risk/Moderate Benefit	Saco	needed	Access for long-term forestry/wildlife management; part of Kanc 7 decision
502	SAWYER POND TRAILHEAD	3 - SUITABLE FOR PASSENGER CARS	0.15	Moderate Risk/High Benefit	Saco	needed	access to trailhead and wildlife opening
502	SAWYER POND TRAILHEAD	3 - SUITABLE FOR PASSENGER CARS	0.01	Moderate Risk/Moderate Benefit	Saco	needed	access to trailhead and wildlife opening
503	LEDGE BROOK	1 - BASIC CUSTODIAL CARE (CLOSED)	0.34	Moderate Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management; part of Kanc 7 decision
508	HAM BROOK	1 - BASIC CUSTODIAL CARE (CLOSED)	0.00	Low Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management
508	HAM BROOK	1 - BASIC CUSTODIAL CARE (CLOSED)	1.12	Moderate Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management
510	HORN BROOK	1 - BASIC CUSTODIAL CARE (CLOSED)	0.18	Low Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management
511	DOWNES BROOK	2 - HIGH CLEARANCE VEHICLES	1.09	Low Risk/Moderate Benefit	Saco	needed	Access for long-term forestry/wildlife management; part of Kanc 7 decision
511	DOWNES BROOK	3 - SUITABLE FOR PASSENGER CARS	0.20	Low Risk/Moderate Benefit	Saco	needed	change to ML 2; Access for long-term forestry/wildlife management
512	MARSH BROOK	1 - BASIC CUSTODIAL CARE (CLOSED)	0.46	Low Risk/High Benefit	Saco	needed	Access for long-term forestry/wildlife management including wildlife opening
512	MARSH BROOK	1 - BASIC CUSTODIAL CARE (CLOSED)	0.58	Low Risk/Moderate Benefit	Saco	needed	Access for long-term forestry/wildlife management including wildlife opening
512	MARSH BROOK	1 - BASIC CUSTODIAL CARE (CLOSED)	0.74	Moderate Risk/High Benefit	Saco	needed	Access for long-term forestry/wildlife management

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Road ID #	Road Name	Maintenance Level	Mile	Risk/Benefit Matrix	District	TAP Recommendation	Comments/Rationale
							including wildlife opening
513	TREMONT	1 - BASIC CUSTODIAL CARE (CLOSED)	2.02	High Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management
513	TREMONT	1 - BASIC CUSTODIAL CARE (CLOSED)	0.28	Low Risk/Moderate Benefit	Saco	needed	Access for long-term forestry/wildlife management
513	TREMONT	1 - BASIC CUSTODIAL CARE (CLOSED)	1.14	Moderate Risk/Moderate Benefit	Saco	needed	Access for long-term forestry/wildlife management
514	LAGOON	3 - SUITABLE FOR PASSENGER CARS	0.12	Moderate Risk/Moderate Benefit	Saco	needed	access to water treatment plant
525	CHOCORUA RIVER	1 - BASIC CUSTODIAL CARE (CLOSED)	0.06	Low Risk/Moderate Benefit	Saco	needed	Access for long-term forestry/wildlife management
525	CHOCORUA RIVER	1 - BASIC CUSTODIAL CARE (CLOSED)	0.76	Moderate Risk/Moderate Benefit	Saco	needed	Access for long-term forestry/wildlife management
550	STEAM MILL BROOK PIT	2 - HIGH CLEARANCE VEHICLES	0.17	Low Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management
567	DOWNES BROOK EAST	1 - BASIC CUSTODIAL CARE (CLOSED)	0.15	Low Risk/Moderate Benefit	Saco	needed	Access for long-term forestry/wildlife management; stop at landing
567	DOWNES BROOK EAST	3 - SUITABLE FOR PASSENGER CARS	0.14	Low Risk/High Benefit	Saco	needed	Access to trailhead and for long-term forestry/wildlife management
567	DOWNES BROOK EAST	3 - SUITABLE FOR PASSENGER CARS	0.00	Low Risk/Low Benefit	Saco	needed	Access to trailhead and for long-term forestry/wildlife management
600	COVERED BRIDGE	5 - HIGH DEGREE OF USER COMFORT	0.39	Low Risk/Moderate Benefit	Saco	needed	change to ML 4; campground access
602	BIG BROOK	1 - BASIC CUSTODIAL CARE (CLOSED)	1.41	High Risk/Moderate Benefit	Saco	needed	Access for long-term forestry/wildlife management; part of NE Swift decision
602	BIG BROOK	1 - BASIC CUSTODIAL CARE (CLOSED)	0.02	Moderate Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management; part of NE Swift decision
603	JIGGER JOHNSON CAMPGROUND	4 - MODERATE DEGREE OF USER COMFORT	0.31	Low Risk/Moderate Benefit	Saco	needed	campground access
604	ALLARD BROOK	2 - HIGH CLEARANCE VEHICLES	0.07	Low Risk/Low Benefit	Saco	needed	change to ML 1; Access for long-term forestry/wildlife management

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Road ID #	Road Name	Maintenance Level	Mile	Risk/Benefit Matrix	District	TAP Recommendation	Comments/Rationale
604	ALLARD BROOK	2 - HIGH CLEARANCE VEHICLES	0.45	Moderate Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management; access to old FS dump site
604	ALLARD BROOK	2 - HIGH CLEARANCE VEHICLES	0.86	Moderate Risk/Low Benefit	Saco	needed	change to ML 1; Access for long-term forestry/wildlife management
623	MILES BROOK	2 - HIGH CLEARANCE VEHICLES	0.47	High Risk/Moderate Benefit	Saco	needed	Access for long-term forestry/wildlife management
623	MILES BROOK	2 - HIGH CLEARANCE VEHICLES	0.00	Low Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management
623	MILES BROOK	2 - HIGH CLEARANCE VEHICLES	1.38	Moderate Risk/Moderate Benefit	Saco	needed	Access for long-term forestry/wildlife management
712	ANNIS FIELD	1 - BASIC CUSTODIAL CARE (CLOSED)	0.25	Low Risk/Moderate Benefit	Saco	needed	accesses large wildlife opening and group campsite
713	BRICKETT PLACE	3 - SUITABLE FOR PASSENGER CARS	0.07	Moderate Risk/High Benefit	Saco	needed	access to Brickett Place
721	WILLARD BROOK	1 - BASIC CUSTODIAL CARE (CLOSED)	0.53	High Risk/High Benefit	Saco	needed	recreation and long-term forestry/wildlife management; part of Albany South project
722	GOODWIN BROOK	1 - BASIC CUSTODIAL CARE (CLOSED)	1.87	Moderate Risk/Moderate Benefit	Saco	needed	Access for long-term forestry/wildlife management; part of Albany South project
748	105 WAY BACK	1 - BASIC CUSTODIAL CARE (CLOSED)	2.51	Moderate Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management
772	BLUEBERRY MOUNTAIN	1 - BASIC CUSTODIAL CARE (CLOSED)	0.44	Low Risk/Moderate Benefit	Saco	needed	Access for long-term forestry/wildlife management
800	PIPER TRAILHEAD	3 - SUITABLE FOR PASSENGER CARS	0.04	Low Risk/Moderate Benefit	Saco	needed	Trailhead access
823	RED ROCK	1 - BASIC CUSTODIAL CARE (CLOSED)	0.35	Moderate Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management
2020	UNAUTHORIZED INVENTORY: 2020	0	0.18	Moderate Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management; hunters use lower section
2021	UNAUTHORIZED INVENTORY: 2021	0	0.19	Low Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management
3331	UNAUTHORIZED INVENTORY: 3331	0	0.00	Moderate Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management

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Road ID #	Road Name	Maintenance Level	Mile	Risk/Benefit Matrix	District	TAP Recommendation	Comments/Rationale
3331	UNAUTHORIZED INVENTORY: 3331	0	0.54	Moderate Risk/Moderate Benefit	Saco	needed	Access for long-term forestry/wildlife management
3334	UNAUTHORIZED INVENTORY: 3334	0	0.36	Moderate Risk/Moderate Benefit	Saco	needed	classify as ML 2; Access for long-term forestry/wildlife management and wildlife opening
3337	UNAUTHORIZED INVENTORY: 3337	0	0.25	Low Risk/High Benefit	Saco	needed	Access for long-term forestry/wildlife management
3338	UNAUTHORIZED INVENTORY: 3338	0	0.28	Moderate Risk/Moderate Benefit	Saco	needed	Access for long-term forestry/wildlife management
3343	UNAUTHORIZED INVENTORY: 3343	0	0.94	Moderate Risk/Moderate Benefit	Saco	needed	Access for long-term forestry/wildlife management
3346	UNAUTHORIZED INVENTORY: 3346	0	0.37	Low Risk/Moderate Benefit	Saco	needed	reconstruction proposed as part of Albany South project
3347	UNAUTHORIZED INVENTORY: 3347	0	0.66	Moderate Risk/Low Benefit	Saco	needed	keep first half and decommission last portion as part of Albany South project
3348	UNAUTHORIZED INVENTORY: 3348	0	0.35	Low Risk/Moderate Benefit	Saco	needed	-
3600	UNAUTHORIZED INVENTORY: 3600	0	0.35	Moderate Risk/Moderate Benefit	Saco	needed	accesses hiking trails
3604	UNAUTHORIZED INVENTORY: 3604	0	0.45	Moderate Risk/Low Benefit	Saco	needed	accesses for long-term forestry and wildlife management; may not need whole length but can't tell where to stop
3605	UNAUTHORIZED INVENTORY: 3605	0	2.16	Moderate Risk/Moderate Benefit	Saco	needed	much of the middle of this road is either not there or very hard to find; keep ends as access for forestry/wildlife management and decommission the middle (at least a mile)
3607	UNAUTHORIZED INVENTORY: 3607	0	0.16	Moderate Risk/Moderate Benefit	Saco	needed	accesses Colton dam; classify as ML 2

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Road ID #	Road Name	Maintenance Level	Mile	Risk/Benefit Matrix	District	TAP Recommendation	Comments/Rationale
3608	UNAUTHORIZED INVENTORY: 3608	0	0.72	High Risk/High Benefit	Saco	needed	access for forestry/wildlife management and private land
3609	UNAUTHORIZED INVENTORY: 3609	0	0.62	Low Risk/Moderate Benefit	Saco	needed	deeds for private land off Colton Brook road include this road as their legal access
3610	UNAUTHORIZED INVENTORY: 3610	0	2.28	Moderate Risk/Moderate Benefit	Saco	needed	keep roughly half-mile on Stone House end and decommission the rest
3611	UNAUTHORIZED INVENTORY: 3611	0	0.35	Low Risk/Moderate Benefit	Saco	needed	Access for long-term forestry/wildlife management
3613	UNAUTHORIZED INVENTORY: 3613	0	0.30	Low Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management
4061.2	UNAUTHORIZED INVENTORY: 4061.2	0	1.00	High Risk/Moderate Benefit	Saco	needed	Access for long-term forestry/wildlife management
4061.3	UNAUTHORIZED INVENTORY: 4061.3	0	1.16	Moderate Risk/Moderate Benefit	Saco	needed	Access for long-term forestry/wildlife management
5002	5002	1 - BASIC CUSTODIAL CARE (CLOSED)	1.70	Moderate Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management; classified by Iron Maple decision
5005	UNAUTHORIZED INVENTORY: 5005	0	0.44	Low Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management
5006	UNAUTHORIZED INVENTORY: 5006	0	0.51	Moderate Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management
5012	UNAUTHORIZED INVENTORY: 5012	0	0.12	Low Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management
5014	5014	1 - BASIC CUSTODIAL CARE (CLOSED)	1.80	Moderate Risk/Moderate Benefit	Saco	needed	Access for long-term forestry/wildlife management; classified by Popple decision
5025	5025	0	0.47	Low Risk/High Benefit	Saco	needed	-
5025	5025	0	0.13	Low Risk/High Benefit	Saco	needed	change to ML 1; part of Than decision; Access for long-term forestry/wildlife

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Road ID #	Road Name	Maintenance Level	Mile	Risk/Benefit Matrix	District	TAP Recommendation	Comments/Rationale
							management including wildlife openings
5029	5029	1 - BASIC CUSTODIAL CARE (CLOSED)	0.63	Moderate Risk/Moderate Benefit	Saco	needed	part of Than decision
5030	5030	2 - HIGH CLEARANCE VEHICLES	0.53	Moderate Risk/Moderate Benefit	Saco	needed	change to ML 1; part of Than decision
5032	5032	1 - BASIC CUSTODIAL CARE (CLOSED)	0.92	Low Risk/Moderate Benefit	Saco	needed	Only need first half or so as a road
5033	5033	1 - BASIC CUSTODIAL CARE (CLOSED)	0.58	Low Risk/Moderate Benefit	Saco	needed	Access for long-term forestry/wildlife management
5035	5035	0	1.69	High Risk/Moderate Benefit	Saco	needed	Access for long-term forestry/wildlife management
5038	5038	1 - BASIC CUSTODIAL CARE (CLOSED)	0.69	Low Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management
5046.1	5046.1	1 - BASIC CUSTODIAL CARE (CLOSED)	0.18	Low Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management
5046.1	5046.1	1 - BASIC CUSTODIAL CARE (CLOSED)	0.60	Moderate Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management
5047	5047	1 - BASIC CUSTODIAL CARE (CLOSED)	0.20	Low Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management
5049	5049	1 - BASIC CUSTODIAL CARE (CLOSED)	0.78	Low Risk/Moderate Benefit	Saco	needed	Access for long-term forestry/wildlife management
5060	5060	1 - BASIC CUSTODIAL CARE (CLOSED)	0.18	High Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management
5060	5060	1 - BASIC CUSTODIAL CARE (CLOSED)	1.46	Low Risk/Low Benefit	Saco	needed	could decommission last 1/3 of a mile or so; Access for long-term forestry/wildlife management
5061	5061	1 - BASIC CUSTODIAL CARE (CLOSED)	0.40	Low Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management
5105	UNAUTHORIZED INVENTORY: 5105	0	0.60	Low Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management
5118.1	UNAUTHORIZED INVENTORY: 5118.1	0	0.12	Low Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management
5118.1	UNAUTHORIZED INVENTORY: 5118.1	0	0.30	Moderate Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management

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Road ID #	Road Name	Maintenance Level	Mile	Risk/Benefit Matrix	District	TAP Recommendation	Comments/Rationale
5122	UNAUTHORIZED INVENTORY: 5122	0	0.41	Low Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management
5122	UNAUTHORIZED INVENTORY: 5122	0	0.16	Moderate Risk/Moderate Benefit	Saco	needed	Access for long-term forestry/wildlife management
5134	PINE BEND BROOK	2 - HIGH CLEARANCE VEHICLES	0.25	Moderate Risk/Moderate Benefit	Saco	needed	Access for long-term forestry/wildlife management; part of Kanc 7 decision
5138	UNAUTHORIZED INVENTORY: 5138	0	0.12	Low Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management
5138	UNAUTHORIZED INVENTORY: 5138	0	0.60	Moderate Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management
5142	UNAUTHORIZED INVENTORY: 5142	0	0.17	Low Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management
5153	UNAUTHORIZED INVENTORY: 5153	0	0.80	Low Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management
5155	UNAUTHORIZED INVENTORY: 5155	0	0.22	Low Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management
5155	UNAUTHORIZED INVENTORY: 5155	0	1.03	Low Risk/Moderate Benefit	Saco	needed	Access for long-term forestry/wildlife management
5156	UNAUTHORIZED INVENTORY: 5156	0	0.43	Low Risk/Moderate Benefit	Saco	needed	Access for long-term forestry/wildlife management
5157	UNAUTHORIZED INVENTORY: 5157	0	0.74	Moderate Risk/Moderate Benefit	Saco	needed	Access for long-term forestry/wildlife management
5158	5158	1 - BASIC CUSTODIAL CARE (CLOSED)	0.13	Moderate Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management; part of NE Swift decision
5160	UNAUTHORIZED INVENTORY: 5160	0	0.92	Moderate Risk/Moderate Benefit	Saco	needed	Access for long-term forestry/wildlife management
5164	5164	1 - BASIC CUSTODIAL CARE (CLOSED)	0.18	Low Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management; part of NE Swift decision

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Road ID #	Road Name	Maintenance Level	Mile	Risk/Benefit Matrix	District	TAP Recommendation	Comments/Rationale
5165	UNAUTHORIZED INVENTORY: 5165	0	0.20	Moderate Risk/High Benefit	Saco	needed	Access for long-term forestry/wildlife management
5168	UNAUTHORIZED INVENTORY: 5168	0	0.00	Moderate Risk/Low Benefit	Saco	needed	Experimental Forest access also long-term forestry/wildlife management
5168	UNAUTHORIZED INVENTORY: 5168	0	0.73	Moderate Risk/Moderate Benefit	Saco	needed	Experimental Forest access also long-term forestry/wildlife management
5174	5174	0	0.85	Low Risk/Moderate Benefit	Saco	needed	Access for long-term forestry/wildlife management
5182	UNAUTHORIZED INVENTORY: 5182	0	0.13	Low Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management; accesses a landing
5185	UNAUTHORIZED INVENTORY: 5185	0	0.18	Moderate Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management; accesses a landing
5186	5186	1 - BASIC CUSTODIAL CARE (CLOSED)	0.24	High Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management
5191	UNAUTHORIZED INVENTORY: 5191	1 - BASIC CUSTODIAL CARE (CLOSED)	0.09	Moderate Risk/Moderate Benefit	Saco	needed	access to private land
5192	UNAUTHORIZED INVENTORY: 5192	1 - BASIC CUSTODIAL CARE (CLOSED)	0.30	Moderate Risk/Moderate Benefit	Saco	needed	Access for long-term forestry/wildlife management
5195	UNAUTHORIZED INVENTORY: 5195	0	0.24	Moderate Risk/Moderate Benefit	Saco	needed	Access for long-term forestry/wildlife management
5197	UNAUTHORIZED INVENTORY: 5197	0	0.44	Low Risk/Moderate Benefit	Saco	needed	Access for long-term forestry/wildlife management
5198	UNAUTHORIZED INVENTORY: 5198	0	0.30	Low Risk/Moderate Benefit	Saco	needed	Access for long-term forestry/wildlife management
5200	5200	1 - BASIC CUSTODIAL CARE (CLOSED)	0.27	High Risk/Moderate Benefit	Saco	needed	Access for long-term forestry/wildlife management
5202	5202	1 - BASIC CUSTODIAL CARE (CLOSED)	0.16	Low Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management; part of Kanc 7 decision
5203	5203	1 - BASIC CUSTODIAL CARE (CLOSED)	0.59	Low Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management; part of Kanc 7 decision

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Road ID #	Road Name	Maintenance Level	Mile	Risk/Benefit Matrix	District	TAP Recommendation	Comments/Rationale
5204.1	UNAUTHORIZED INVENTORY: 5204.1	0	1.26	High Risk/High Benefit	Saco	needed	may be needed to access suitable land so keep until evaluate Sandwich MA
5204.1	UNAUTHORIZED INVENTORY: 5204.1	0	0.19	Low Risk/Moderate Benefit	Saco	needed	may be needed to access suitable land so keep until evaluate Sandwich MA
5205.2	UNAUTHORIZED INVENTORY: 5205.2	0	0.23	Low Risk/High Benefit	Saco	needed	Access for long-term forestry/wildlife management
5205.2	UNAUTHORIZED INVENTORY: 5205.2	0	0.36	Low Risk/Moderate Benefit	Saco	needed	Access for long-term forestry/wildlife management
5206	UNAUTHORIZED INVENTORY: 5206	0	0.39	Low Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management
5209	UNAUTHORIZED INVENTORY: 5209	0	0.59	Low Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management
5219	UNAUTHORIZED INVENTORY: 5219	0	0.41	Low Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management
5219	UNAUTHORIZED INVENTORY: 5219	0	0.12	Moderate Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management
5220	UNAUTHORIZED INVENTORY: 5220	0	0.25	High Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management
5220	UNAUTHORIZED INVENTORY: 5220	0	0.03	Low Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management
5221	UNAUTHORIZED INVENTORY: 5221	0	0.14	Low Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management
5224	UNAUTHORIZED INVENTORY: 5224	0	0.72	Low Risk/Low Benefit	Saco	needed	keep first half or so; decommission end leading to Wilderness
5227	UNAUTHORIZED INVENTORY: 5227	0	0.60	Moderate Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management
5230	UNAUTHORIZED INVENTORY: 5230	0	0.34	Moderate Risk/High Benefit	Saco	needed	Access for long-term forestry/wildlife management

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Road ID #	Road Name	Maintenance Level	Mile	Risk/Benefit Matrix	District	TAP Recommendation	Comments/Rationale
5238	UNAUTHORIZED INVENTORY: 5238	0	0.08	Moderate Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management
5239	UNAUTHORIZED INVENTORY: 5239	0	0.83	High Risk/Low Benefit	Saco	needed	decommission last 0.2 miles and skid; Access for long-term forestry/wildlife management
5242	UNAUTHORIZED INVENTORY: 5242	0	0.26	Low Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management
5244	5244	0	0.16	Low Risk/Low Benefit	Saco	needed	change to ML 1; Access for long-term forestry/wildlife management; part of NE Swift decision
5245	5245	0	0.17	Low Risk/Low Benefit	Saco	needed	change to ML 1; Access for long-term forestry/wildlife management; part of NE Swift decision
5247	UNAUTHORIZED INVENTORY: 5247	0	0.20	Low Risk/Low Benefit	Saco	needed	change to ML 1; Access for long-term forestry/wildlife management
5251	UNAUTHORIZED INVENTORY: 5251	0	0.09	Low Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management
5253	UNAUTHORIZED INVENTORY: 5253	0	0.66	High Risk/Moderate Benefit	Saco	needed	Access for long-term forestry/wildlife management
5262	UNAUTHORIZED INVENTORY: 5262	0	0.16	Low Risk/High Benefit	Saco	needed	Access for long-term forestry/wildlife management
5265	UNAUTHORIZED INVENTORY: 5265	0	0.23	Low Risk/Low Benefit	Saco	needed	change to ML 1; Access for long-term forestry/wildlife management
5266	UNAUTHORIZED INVENTORY: 5266	0	1.00	Moderate Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management
5267	UNAUTHORIZED INVENTORY: 5267	0	0.48	Low Risk/Low Benefit	Saco	needed	change to ML 1; Access for long-term forestry/wildlife management
5273	5273	1 - BASIC CUSTODIAL CARE (CLOSED)	1.00	Moderate Risk/Moderate Benefit	Saco	needed	keep about half of this; decommission eastern half
5274	UNAUTHORIZED	0	0.29	Low Risk/High Benefit	Saco	needed	Access for long-term forestry/wildlife management

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Road ID #	Road Name	Maintenance Level	Mile	Risk/Benefit Matrix	District	TAP Recommendation	Comments/Rationale
	INVENTORY: 5274						
5276	UNAUTHORIZED INVENTORY: 5276	0	0.36	Low Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management in North Chatham area; may choose to decommission once look at access
5277	UNAUTHORIZED INVENTORY: 5277	0	0.43	Low Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management in North Chatham area; may choose to decommission once look at access
5278	UNAUTHORIZED INVENTORY: 5278	0	0.31	Low Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management in North Chatham area; may choose to decommission once look at access
5281	UNAUTHORIZED INVENTORY: 5281	0	0.37	Low Risk/Moderate Benefit	Saco	needed	Access for long-term forestry/wildlife management
5284	UNAUTHORIZED INVENTORY: 5284	0	0.52	Moderate Risk/Moderate Benefit	Saco	needed	Access for long-term forestry/wildlife management in North Chatham area; may choose to decommission once look at access
5287	5287	1 - BASIC CUSTODIAL CARE (CLOSED)	0.52	Low Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management
5290	UNAUTHORIZED INVENTORY: 5290	0	0.55	Low Risk/Moderate Benefit	Saco	needed	Access for long-term forestry/wildlife management
5294	UNAUTHORIZED INVENTORY: 5294	0	0.21	Low Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management
5302	UNAUTHORIZED INVENTORY: 5302	0	0.13	Low Risk/Low Benefit	Saco	needed	access to landing needed for forestry/wildlife management
5321	UNAUTHORIZED INVENTORY: 5321	0	2.65	Moderate Risk/Moderate Benefit	Saco	needed	Access for long-term forestry/wildlife management; part of County Line roads analysis

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Road ID #	Road Name	Maintenance Level	Mile	Risk/Benefit Matrix	District	TAP Recommendation	Comments/Rationale
5324	UNAUTHORIZED INVENTORY: 5324	0	0.56	Low Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management
5326	UNAUTHORIZED INVENTORY: 5326	0	0.22	Low Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management
5327	UNAUTHORIZED INVENTORY: 5327	0	0.36	Low Risk/Moderate Benefit	Saco	needed	Access for long-term forestry/wildlife management
5332	UNAUTHORIZED INVENTORY: 5332	0	0.57	Low Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management
5355.1	UNAUTHORIZED INVENTORY: 5355.1	0	0.79	Low Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management
5394	UNAUTHORIZED INVENTORY: 5394	0	0.27	Low Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management
5400	UNAUTHORIZED INVENTORY: 5400	0	0.42	Low Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management
5406	UNAUTHORIZED INVENTORY: 5406	0	0.43	Moderate Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management
5436.1	UNAUTHORIZED INVENTORY: 5436.1	0	0.23	Moderate Risk/High Benefit	Saco	needed	Access for long-term forestry/wildlife management
5439	UNAUTHORIZED INVENTORY: 5439	0	0.10	Moderate Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management; provides access across brook
5440	UNAUTHORIZED INVENTORY: 5440	0	0.41	Moderate Risk/Moderate Benefit	Saco	needed	Access for long-term forestry/wildlife management
5441	UNAUTHORIZED INVENTORY: 5441	0	0.09	Low Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management
5441	UNAUTHORIZED INVENTORY: 5441	0	0.23	Moderate Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management
5447	5447	1 - BASIC CUSTODIAL CARE (CLOSED)	0.40	Moderate Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management

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Road ID #	Road Name	Maintenance Level	Mile	Risk/Benefit Matrix	District	TAP Recommendation	Comments/Rationale
5460	UNAUTHORIZED INVENTORY: 5460	0	0.23	Moderate Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management
5462	UNAUTHORIZED INVENTORY: 5462	0	1.79	Moderate Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management
5470	5470	1 - BASIC CUSTODIAL CARE (CLOSED)	0.28	Moderate Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management
5471	UNAUTHORIZED INVENTORY: 5471	0	0.24	Moderate Risk/Moderate Benefit	Saco	needed	part of Province decision; need to determine ROW to access it
5478	UNAUTHORIZED INVENTORY: 5478	0	1.21	High Risk/Moderate Benefit	Saco	needed	part of Province decision
5493	5493	1 - BASIC CUSTODIAL CARE (CLOSED)	0.61	Moderate Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management
5501.2	UNAUTHORIZED INVENTORY: 5501.2	0	0.68	Low Risk/Moderate Benefit	Saco	needed	Access for long-term forestry/wildlife management
5502	UNAUTHORIZED INVENTORY: 5502	0	0.49	Moderate Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management
5555	ELLIS CROSSING	1 - BASIC CUSTODIAL CARE (CLOSED)	0.26	Moderate Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management
6169	6169	0	0.44	Low Risk/High Benefit	Saco	needed	Access for long-term forestry/wildlife management and to dam
7025	LANGDON BROOK SPUR	1 - BASIC CUSTODIAL CARE (CLOSED)	0.34	Low Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management
8002	LILY POND EAST	1 - BASIC CUSTODIAL CARE (CLOSED)	0.40	Low Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management
8005	BRICKETT PLACE ORCHARD	1 - BASIC CUSTODIAL CARE (CLOSED)	0.20	Low Risk/Moderate Benefit	Saco	needed	accesses wildlife opening and trail
8006	STONE HOUSE SPUR A	2 - HIGH CLEARANCE VEHICLES	0.08	Low Risk/Moderate Benefit	Saco	needed	change to ML 1; access to private lands
95286	UNAUTHORIZED INVENTORY: 95286	0	0.82	Moderate Risk/Moderate Benefit	Saco	needed	Access for long-term forestry/wildlife management
95287	UNAUTHORIZED INVENTORY: 95287	0	0.59	Moderate Risk/Moderate Benefit	Saco	needed	Access for long-term forestry/wildlife management

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Road ID #	Road Name	Maintenance Level	Mile	Risk/Benefit Matrix	District	TAP Recommendation	Comments/Rationale
119A	HALL	2 - HIGH CLEARANCE VEHICLES	0.64	Moderate Risk/High Benefit	Saco	needed	access for long-term forestry/wildlife management including wildlife openings
124A	PASSACONWAY CAMPGROUND SPUR	4 - MODERATE DEGREE OF USER COMFORT	0.01	Low Risk/Low Benefit	Saco	needed	Campground access
124A	PASSACONWAY CAMPGROUND SPUR	4 - MODERATE DEGREE OF USER COMFORT	0.29	Low Risk/Moderate Benefit	Saco	needed	Campground access
129A	WHITE LEDGE CAMPGROUND SPUR	4 - MODERATE DEGREE OF USER COMFORT	0.14	Low Risk/High Benefit	Saco	needed	change to ML 3; campground road
129A	WHITE LEDGE CAMPGROUND SPUR	4 - MODERATE DEGREE OF USER COMFORT	0.00	Low Risk/Low Benefit	Saco	needed	change to ML 3; campground road
129A	WHITE LEDGE CAMPGROUND SPUR	4 - MODERATE DEGREE OF USER COMFORT	0.06	Low Risk/Moderate Benefit	Saco	needed	change to ML 3; campground road
138A	BLACKBERRY CROSSING CG SPUR A	4 - MODERATE DEGREE OF USER COMFORT	0.15	Low Risk/Moderate Benefit	Saco	needed	campground access
17A	CHANDLER MOUNTAIN	1 - BASIC CUSTODIAL CARE (CLOSED)	0.45	Low Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management
17A	CHANDLER MOUNTAIN	1 - BASIC CUSTODIAL CARE (CLOSED)	0.62	Moderate Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management
17A-1	CHANDLER MOUNTAIN SPUR	1 - BASIC CUSTODIAL CARE (CLOSED)	0.40	Low Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management
17B	SLIPPERY BROOK SPUR B	1 - BASIC CUSTODIAL CARE (CLOSED)	0.94	Low Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management
17B	SLIPPERY BROOK SPUR B	1 - BASIC CUSTODIAL CARE (CLOSED)	0.53	Moderate Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management
17B	SLIPPERY BROOK SPUR B	1 - BASIC CUSTODIAL CARE (CLOSED)	1.02	Moderate Risk/Moderate Benefit	Saco	needed	Access for long-term forestry/wildlife management
17C	SLIPPERY BROOK SPUR C	1 - BASIC CUSTODIAL CARE (CLOSED)	0.13	Low Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management
17C	SLIPPERY BROOK SPUR C	1 - BASIC CUSTODIAL CARE (CLOSED)	0.51	Low Risk/Moderate Benefit	Saco	needed	Access for long-term forestry/wildlife management
17D	SLIPPERY BROOK SPUR D	1 - BASIC CUSTODIAL CARE (CLOSED)	0.10	Low Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management
17D	SLIPPERY BROOK SPUR D	1 - BASIC CUSTODIAL CARE (CLOSED)	0.28	Low Risk/Moderate Benefit	Saco	needed	Access for long-term forestry/wildlife management

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17E	SLIPPERY BROOK SPUR E	1 - BASIC CUSTODIAL CARE (CLOSED)	0.27	Moderate Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management
209C	FALLS POND SPUR	1 - BASIC CUSTODIAL CARE (CLOSED)	0.58	Low Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management; part of NE Swift decision
238A	EAST FORK SPUR A	1 - BASIC CUSTODIAL CARE (CLOSED)	0.76	Low Risk/Moderate Benefit	Saco	needed	Access for long-term forestry/wildlife management
238B	EAST FORK SPUR B	1 - BASIC CUSTODIAL CARE (CLOSED)	1.36	Low Risk/Moderate Benefit	Saco	needed	Access for long-term forestry/wildlife management
244A	MCDONOUGH BROOK SPUR A	1 - BASIC CUSTODIAL CARE (CLOSED)	0.00	Low Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management
244A	MCDONOUGH BROOK SPUR A	1 - BASIC CUSTODIAL CARE (CLOSED)	0.47	Moderate Risk/Moderate Benefit	Saco	needed	Access for long-term forestry/wildlife management
26B	BEAR MOUNTAIN #1	1 - BASIC CUSTODIAL CARE (CLOSED)	0.56	High Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management
26C	BEAR MOUNTAIN #2	1 - BASIC CUSTODIAL CARE (CLOSED)	0.49	Moderate Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management
27A	ROCKY BRANCH SPUR A	1 - BASIC CUSTODIAL CARE (CLOSED)	1.00	Low Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management
27B	ROCKY BRANCH SPUR B	1 - BASIC CUSTODIAL CARE (CLOSED)	0.31	Moderate Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management
27C	ROCKY BRANCH SPUR C	2 - HIGH CLEARANCE VEHICLES	0.17	Moderate Risk/Moderate Benefit	Saco	needed	Access for long-term forestry/wildlife management
28A	DEER BROOK SPUR A	1 - BASIC CUSTODIAL CARE (CLOSED)	1.56	Moderate Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management
28B	DEER BROOK SPUR B	1 - BASIC CUSTODIAL CARE (CLOSED)	0.11	Low Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management
308B	VIRGINIA LAKE SPUR B	1 - BASIC CUSTODIAL CARE (CLOSED)	0.20	Low Risk/High Benefit	Saco	needed	Access for long-term forestry/wildlife management; part of Albany South project
308B	VIRGINIA LAKE SPUR B	1 - BASIC CUSTODIAL CARE (CLOSED)	1.08	Moderate Risk/Moderate Benefit	Saco	needed	Access for long-term forestry/wildlife management; part of Albany South project
317A	HARDWOOD HILL SPUR A	1 - BASIC CUSTODIAL CARE (CLOSED)	0.82	Moderate Risk/Moderate Benefit	Saco	needed	change to ML 2 to retain substantial drainage structures; Access for long-term forestry/wildlife management; part of Province decision

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Road ID #	Road Name	Maintenance Level	Mile	Risk/Benefit Matrix	District	TAP Recommendation	Comments/Rationale
318A	CHURCH POND SPUR A	1 - BASIC CUSTODIAL CARE (CLOSED)	1.04	Low Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management
318B	CHURCH POND SPUR B	1 - BASIC CUSTODIAL CARE (CLOSED)	0.93	Low Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management
318C	CHURCH POND SPUR C	2 - HIGH CLEARANCE VEHICLES	2.08	Low Risk/High Benefit	Saco	needed	change to ML 1; Access for long-term forestry/wildlife management
325-UNC2	325-UNC2	0	0.24	High Risk/Moderate Benefit	Saco	needed	Jackson ski area; Access for long-term forestry/wildlife management
337A	SPRING BROOK SPUR A	1 - BASIC CUSTODIAL CARE (CLOSED)	0.29	Low Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management
34A	SAWYER RIVER SPUR A	1 - BASIC CUSTODIAL CARE (CLOSED)	0.51	Moderate Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management
34A	SAWYER RIVER SPUR A	1 - BASIC CUSTODIAL CARE (CLOSED)	0.04	Moderate Risk/Low Benefit	Saco	needed	parking area
34B	SAWYER RIVER SPUR B	1 - BASIC CUSTODIAL CARE (CLOSED)	0.15	Low Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management
35A	ROB BROOK SPUR A	2 - HIGH CLEARANCE VEHICLES	0.47	Low Risk/Moderate Benefit	Saco	needed	change to ML 1; Access for long-term forestry/wildlife management
35A	ROB BROOK SPUR A	2 - HIGH CLEARANCE VEHICLES	0.58	Moderate Risk/Moderate Benefit	Saco	needed	change to ML 1; Access for long-term forestry/wildlife management
35B	ROB BROOK SPUR B	1 - BASIC CUSTODIAL CARE (CLOSED)	0.24	Low Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management
36A	BASIN POND CAMPGROUND	4 - MODERATE DEGREE OF USER COMFORT	0.37	Moderate Risk/High Benefit	Saco	needed	campground road
373A	GUINEA HILL SPUR A	1 - BASIC CUSTODIAL CARE (CLOSED)	0.27	Moderate Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management
379A	HALES LOCATION SPUR A	1 - BASIC CUSTODIAL CARE (CLOSED)	1.61	High Risk/Moderate Benefit	Saco	needed	change to ML 2; Access for fire suppression and long-term forestry/wildlife management
37A	HEDGEHOG MOUNTAIN SPUR A	2 - HIGH CLEARANCE VEHICLES	0.14	Low Risk/Moderate Benefit	Saco	needed	accesses large wildlife opening
37-UNK1	37-UNK1	0	0.10	Low Risk/Moderate Benefit	Saco	needed	Access for long-term forestry/wildlife management
38A	EAST BRANCH SPUR A	1 - BASIC CUSTODIAL CARE (CLOSED)	0.22	Low Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management

White Mountain National Forest Forest-wide Travel Analysis Report

Road ID #	Road Name	Maintenance Level	Mile	Risk/Benefit Matrix	District	TAP Recommendation	Comments/Rationale
38B	EAST BRANCH SPUR B	1 - BASIC CUSTODIAL CARE (CLOSED)	0.32	Moderate Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management
38C	EAST BRANCH SPUR C	1 - BASIC CUSTODIAL CARE (CLOSED)	0.11	Moderate Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management
38D	EAST BRANCH SPUR D	1 - BASIC CUSTODIAL CARE (CLOSED)	1.25	Low Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management; may not need full length
451A	UPPER KIMBALL SPUR A	0	0.50	Low Risk/Moderate Benefit	Saco	needed	access for forestry/wildlife management including wildlife openings; Province decision changed this segment to be 451
451A	UPPER KIMBALL SPUR A	1 - BASIC CUSTODIAL CARE (CLOSED)	0.03	Low Risk/Moderate Benefit	Saco	needed	access for forestry/wildlife management including wildlife openings; Province decision changed this segment to be 451
478A	DIRTY GUT BROOK	1 - BASIC CUSTODIAL CARE (CLOSED)	0.33	High Risk/Moderate Benefit	Saco	needed	Access for long-term forestry/wildlife management
478A	DIRTY GUT BROOK	1 - BASIC CUSTODIAL CARE (CLOSED)	0.09	Moderate Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management
47A	BASIN BROOK SPUR A	1 - BASIC CUSTODIAL CARE (CLOSED)	0.92	Moderate Risk/High Benefit	Saco	needed	Access for long-term forestry/wildlife management
508-UNC1	508-UNC1	0	0.25	Low Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management
5175A	UNAUTHORIZED INVENTORY: 5175A	0	0.96	Low Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management
5205A	UNAUTHORIZED INVENTORY: 5205A	0	1.10	Moderate Risk/Moderate Benefit	Saco	needed	Access for long-term forestry/wildlife management
600A	COVERED BRIDGE SPUR A	4 - MODERATE DEGREE OF USER COMFORT	0.38	Low Risk/Moderate Benefit	Saco	needed	campground access
600B	COVERED BRIDGE SPUR B	4 - MODERATE DEGREE OF USER COMFORT	0.06	Low Risk/Moderate Benefit	Saco	needed	campground access
603A	JIGGER JOHNSON CG SPUR A	4 - MODERATE DEGREE OF USER COMFORT	0.07	Low Risk/Moderate Benefit	Saco	needed	campground access
603B	JIGGER JOHNSON CG SPUR B	4 - MODERATE DEGREE OF USER COMFORT	0.39	Low Risk/Moderate Benefit	Saco	needed	campground access

White Mountain National Forest Forest-wide Travel Analysis Report

Road ID #	Road Name	Maintenance Level	Mile	Risk/Benefit Matrix	District	TAP Recommendation	Comments/Rationale
603C	JIGGER JONHSON CG SPUR C	4 - MODERATE DEGREE OF USER COMFORT	0.32	Low Risk/Moderate Benefit	Saco	needed	campground access
603D	JIGGER JOHNSON CG SPUR D	3 - SUITABLE FOR PASSENGER CARS	0.08	Low Risk/Moderate Benefit	Saco	needed	campground access
604A	ALLARD BROOK SPUR A	2 - HIGH CLEARANCE VEHICLES	0.27	High Risk/Low Benefit	Saco	needed	change to ML 1; Access for long-term forestry/wildlife management
604A	ALLARD BROOK SPUR A	2 - HIGH CLEARANCE VEHICLES	0.19	Low Risk/Low Benefit	Saco	needed	change to ML 1; Access for long-term forestry/wildlife management
623A	MILES BROOK SPUR A	2 - HIGH CLEARANCE VEHICLES	0.27	Moderate Risk/Moderate Benefit	Saco	needed	Access for long-term forestry/wildlife management
712A	ANNIS FIELD SPUR A	1 - BASIC CUSTODIAL CARE (CLOSED)	0.26	Low Risk/Moderate Benefit	Saco	needed	accesses large wildlife opening and group campsite
777A	CONWAY ADMIN RIVER ACCESS	2 - HIGH CLEARANCE VEHICLES	0.19	Low Risk/Low Benefit	Saco	needed	-
77A	CONWAY ADMIN SITE SPUR A	4 - MODERATE DEGREE OF USER COMFORT	0.11	Moderate Risk/Moderate Benefit	Saco	needed	Saco RD Office
77B	CONWAY ADMIN SITE SPUR B	4 - MODERATE DEGREE OF USER COMFORT	0.03	Moderate Risk/Moderate Benefit	Saco	needed	Saco RD Office
810A	CARTER NOTCH SPUR A	2 - HIGH CLEARANCE VEHICLES	0.48	Moderate Risk/High Benefit	Saco	needed	constructed as part of Than
83A	GREENS CLIFF SPUR A	1 - BASIC CUSTODIAL CARE (CLOSED)	0.05	Low Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management; part of County Line roads analysis
9A	COLTON BROOK	2 - HIGH CLEARANCE VEHICLES	0.61	High Risk/High Benefit	Saco	needed	change ML to 1
9A	COLTON BROOK	2 - HIGH CLEARANCE VEHICLES	0.02	Low Risk/High Benefit	Saco	needed	accesses dam, private land, and suitable land; objective ML should be a 2
9A	COLTON BROOK	2 - HIGH CLEARANCE VEHICLES	0.06	Moderate Risk/High Benefit	Saco	needed	accesses dam, private land, and suitable land; objective ML should be a 2
P125	ROCKY GORGE PARKING	5 - HIGH DEGREE OF USER COMFORT	0.20	Low Risk/Low Benefit	Saco	needed	change to ML 4; Rocky Gorge parking lot road
P141	CHAMPNEY FALLS	4 - MODERATE DEGREE OF USER COMFORT	0.30	Moderate Risk/Moderate Benefit	Saco	needed	change to ML 1; Access for long-term forestry/wildlife management

White Mountain National Forest Forest-wide Travel Analysis Report

Road ID #	Road Name	Maintenance Level	Mile	Risk/Benefit Matrix	District	TAP Recommendation	Comments/Rationale
U-0010	UNAUTHORIZED INVENTORY: U-0010	0	0.18	Moderate Risk/High Benefit	Saco	needed	Access for long-term forestry/wildlife management
U-0011	UNAUTHORIZED INVENTORY: U-0011	0	0.25	Low Risk/Low Benefit	Saco	needed	Access for long-term forestry/wildlife management
U-0013.2	UNAUTHORIZED INV: U-0013.2	0	0.35	Moderate Risk/High Benefit	Saco	needed	Access for long-term forestry/wildlife management
XB43	BARTLETT EQUIPMENT DEPOT	4 - MODERATE DEGREE OF USER COMFORT	0.10	Moderate Risk/Moderate Benefit	Saco	needed	change to ML 3
XB43A	BARTLETT NEA OFFICE	4 - MODERATE DEGREE OF USER COMFORT	0.04	Moderate Risk/Moderate Benefit	Saco	needed	change to ML 3
XB441	NEUTS BROOK	3 - SUITABLE FOR PASSENGER CARS	0.13	High Risk/High Benefit	Saco	needed	Experimental Forest access
XB441	NEUTS BROOK	3 - SUITABLE FOR PASSENGER CARS	0.55	Low Risk/High Benefit	Saco	needed	Experimental Forest access
XB441	NEUTS BROOK	3 - SUITABLE FOR PASSENGER CARS	0.34	Moderate Risk/High Benefit	Saco	needed	Experimental Forest access
XB441	NEUTS BROOK	3 - SUITABLE FOR PASSENGER CARS	0.75	Moderate Risk/Moderate Benefit	Saco	needed	Experimental Forest access
XB442	ALBANY BROOK	3 - SUITABLE FOR PASSENGER CARS	0.49	Moderate Risk/High Benefit	Saco	needed	Experimental Forest access
XB443	UPPER HAYSTACK LOOP	3 - SUITABLE FOR PASSENGER CARS	3.40	High Risk/High Benefit	Saco	needed	Experimental Forest access
XB443	UPPER HAYSTACK LOOP	3 - SUITABLE FOR PASSENGER CARS	0.05	Low Risk/Moderate Benefit	Saco	needed	Experimental Forest access
XB443	UPPER HAYSTACK LOOP	3 - SUITABLE FOR PASSENGER CARS	0.82	Moderate Risk/High Benefit	Saco	needed	Experimental Forest access
XB44A	BARTLETT EXP SPUR A	2 - HIGH CLEARANCE VEHICLES	0.36	Low Risk/High Benefit	Saco	needed	Experimental Forest access
XB44B	LOUISVILLE BROOK	2 - HIGH CLEARANCE VEHICLES	0.09	Moderate Risk/High Benefit	Saco	needed	Experimental Forest access
XB44C	JENSEN BROOK SPUR	3 - SUITABLE FOR PASSENGER CARS	0.32	Moderate Risk/Moderate Benefit	Saco	needed	Experimental Forest access
XB44E	STANLEY	3 - SUITABLE FOR PASSENGER CARS	1.14	High Risk/High Benefit	Saco	needed	Experimental Forest access
XB44G	BARTLETT EXP SPUR G	1 - BASIC CUSTODIAL CARE (CLOSED)	0.95	High Risk/High Benefit	Saco	needed	Experimental Forest access

White Mountain National Forest Forest-wide Travel Analysis Report

Road ID #	Road Name	Maintenance Level	Mile	Risk/Benefit Matrix	District	TAP Recommendation	Comments/Rationale
XB44H	BOUNDARY	2 - HIGH CLEARANCE VEHICLES	0.53	High Risk/High Benefit	Saco	needed	Experimental Forest access

Existing System Roads & Unclassified Roads Map

**Travel Management Rule
SubPart A
Road Risk/Benefit Assessment
White Mountain National Forest**



Crafton Carroll and Cook Counties - New Hampshire
Oxford County - Maine

Operational Maintenance Level Map

The goal of the National Travel Analysis Process (NATAP) is to identify and classify roads to provide the greatest benefit to the largest number of visitors with the least risk to the environment. For more information, please refer to the Data Booklets Guide and the Travel Management Rule.

Legend

- Operational Maintenance Level
- 5 - HIGH DEGREE OF USER COMFORT
- 4 - MODERATE DEGREE OF USER COMFORT
- 3 - SUITABLE FOR PASSENGER CARS
- 2 - HIGHLY SUITABLE FOR PASSENGER CARS
- 1 - HIGHLY SUITABLE FOR PASSENGER CARS
- 0 - UNSUITABLE FOR PASSENGER CARS
- Unclassified Roads
- Fire Road System
- Wetlands
- National Forest Lands

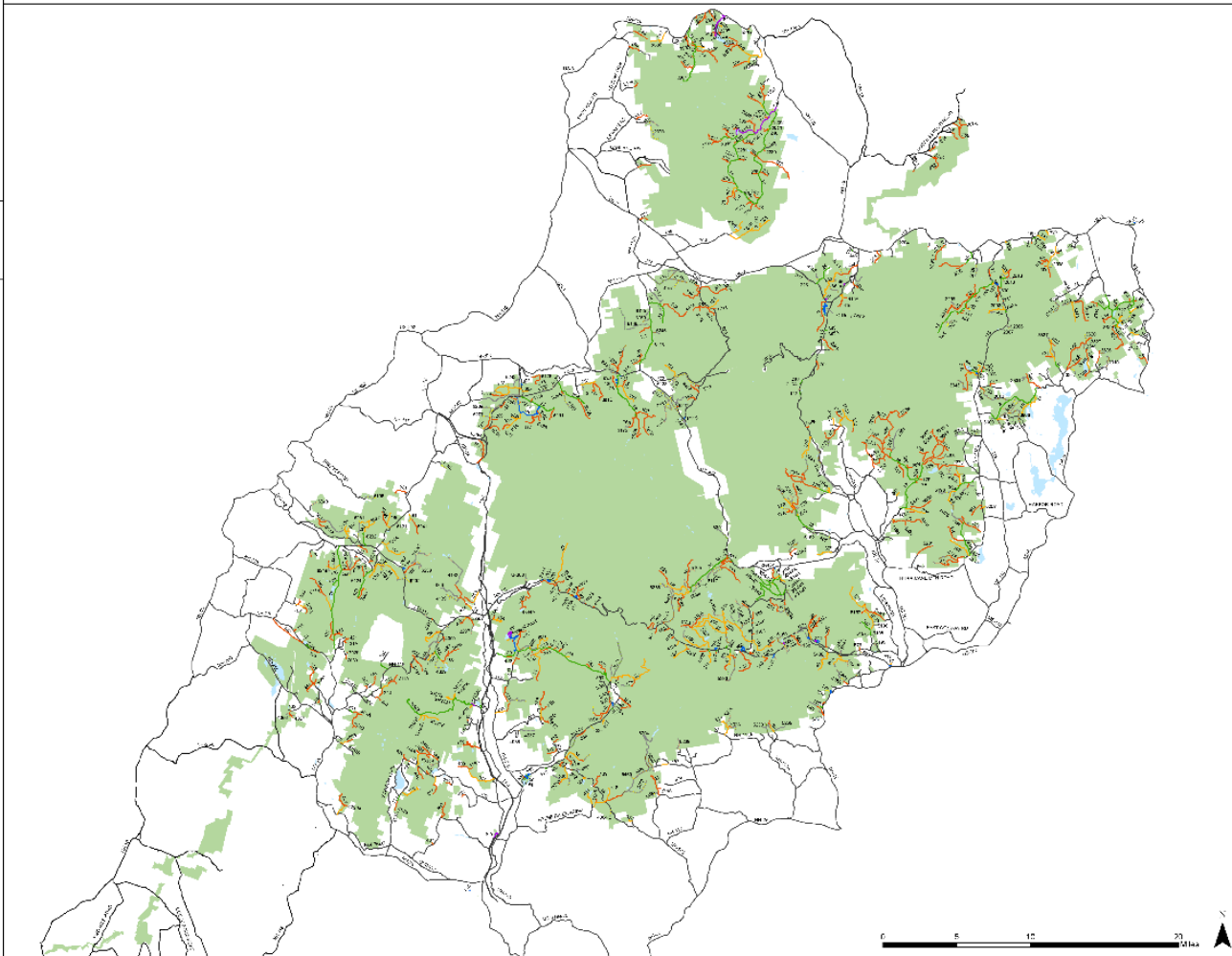
Date: 05/2017

Project on RAD 02-14-0101-Plan USFS

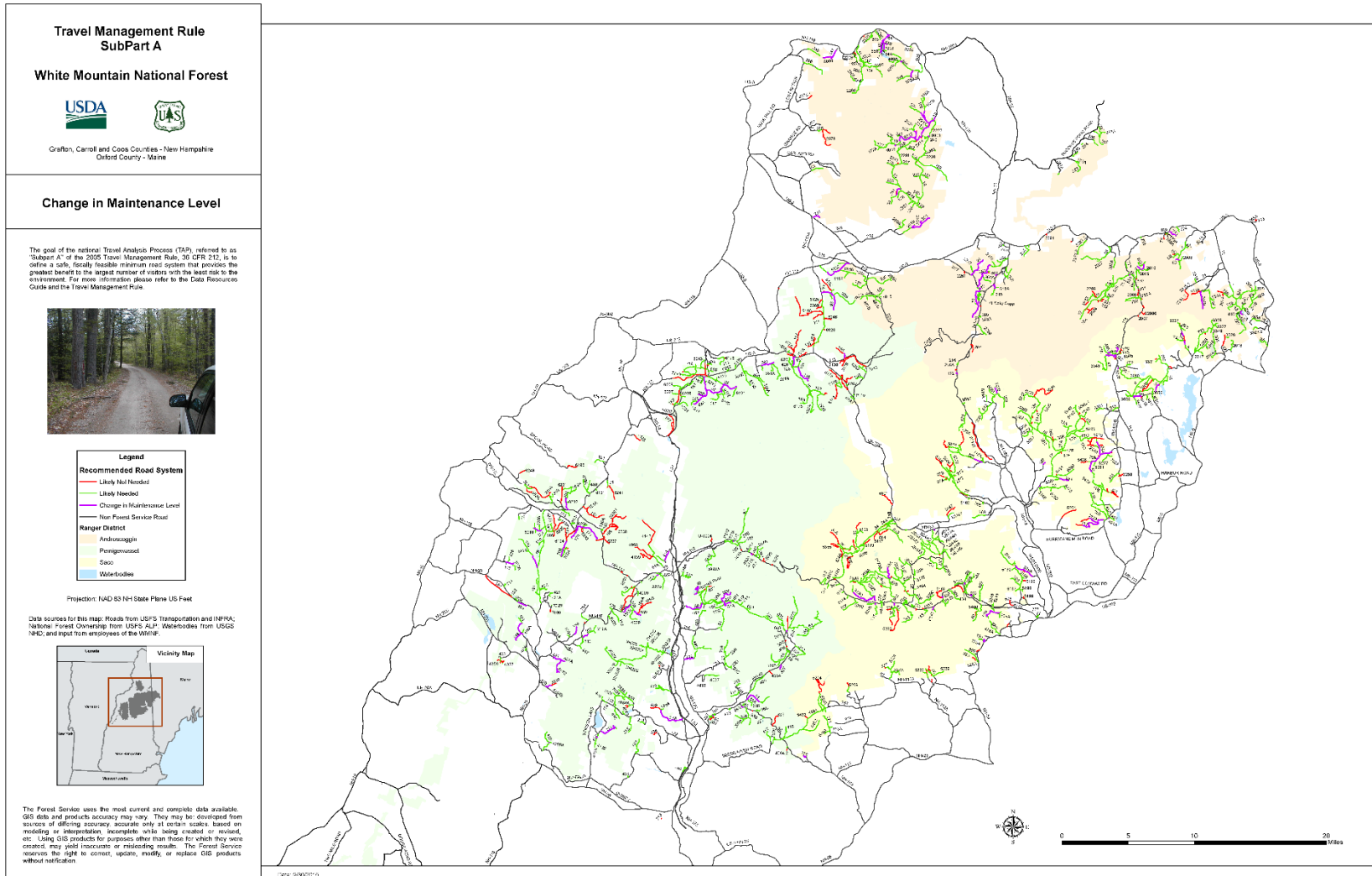
Data Sources for this map: Roads from USFS "MapInfo" and INRA; National Forest Ownership from USFS; Wetlands from USGS; and National Forest Lands from the WMAF.



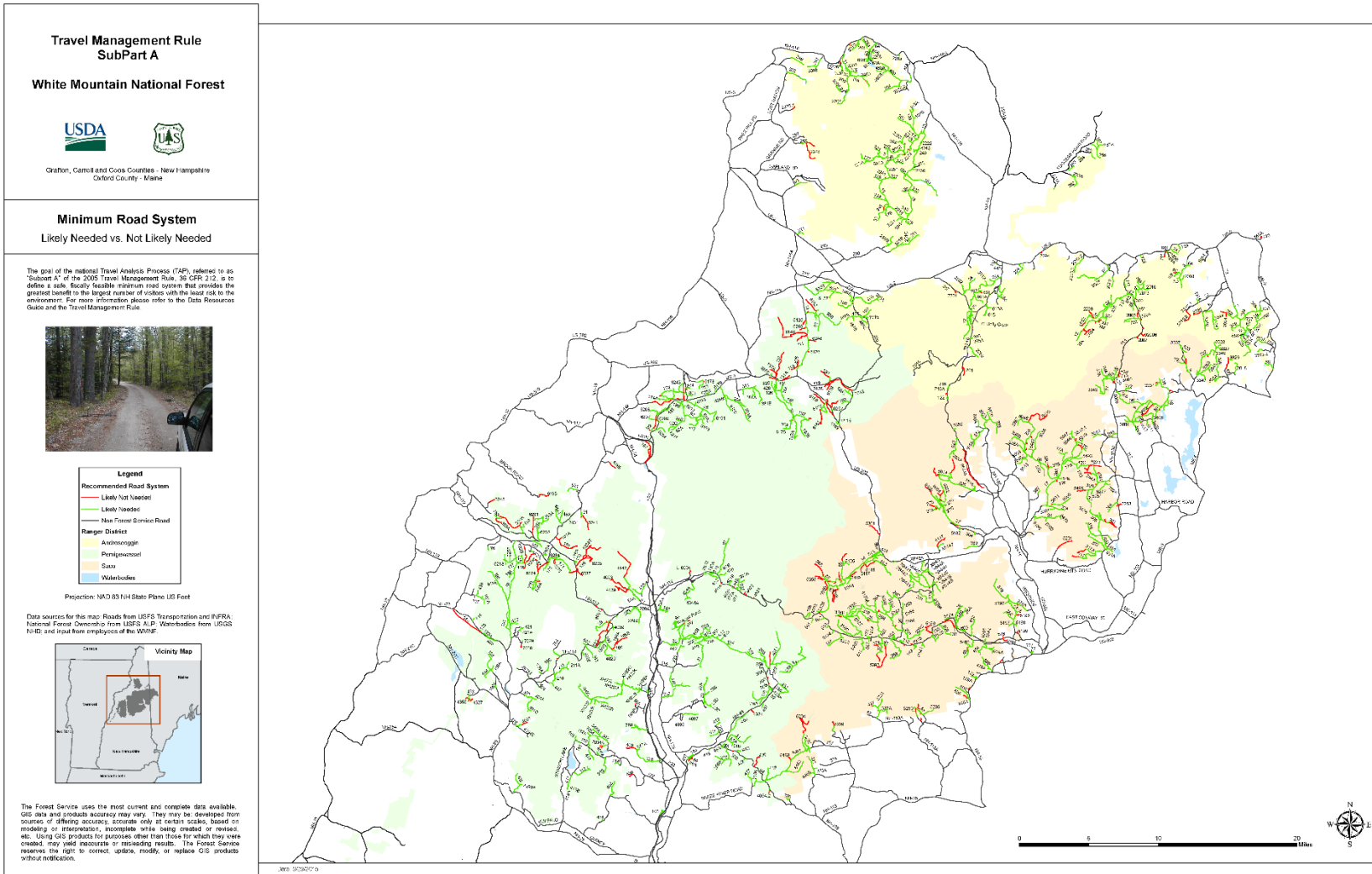
The Forest Service uses the most current and complete data available. GIS data is provided as a reference only. They may not always be accurate or up-to-date. The Forest Service is not responsible for any errors or omissions. The Forest Service is not responsible for any errors or omissions. The Forest Service is not responsible for any errors or omissions.



WMNF Recommend Maintenance Level Change Map

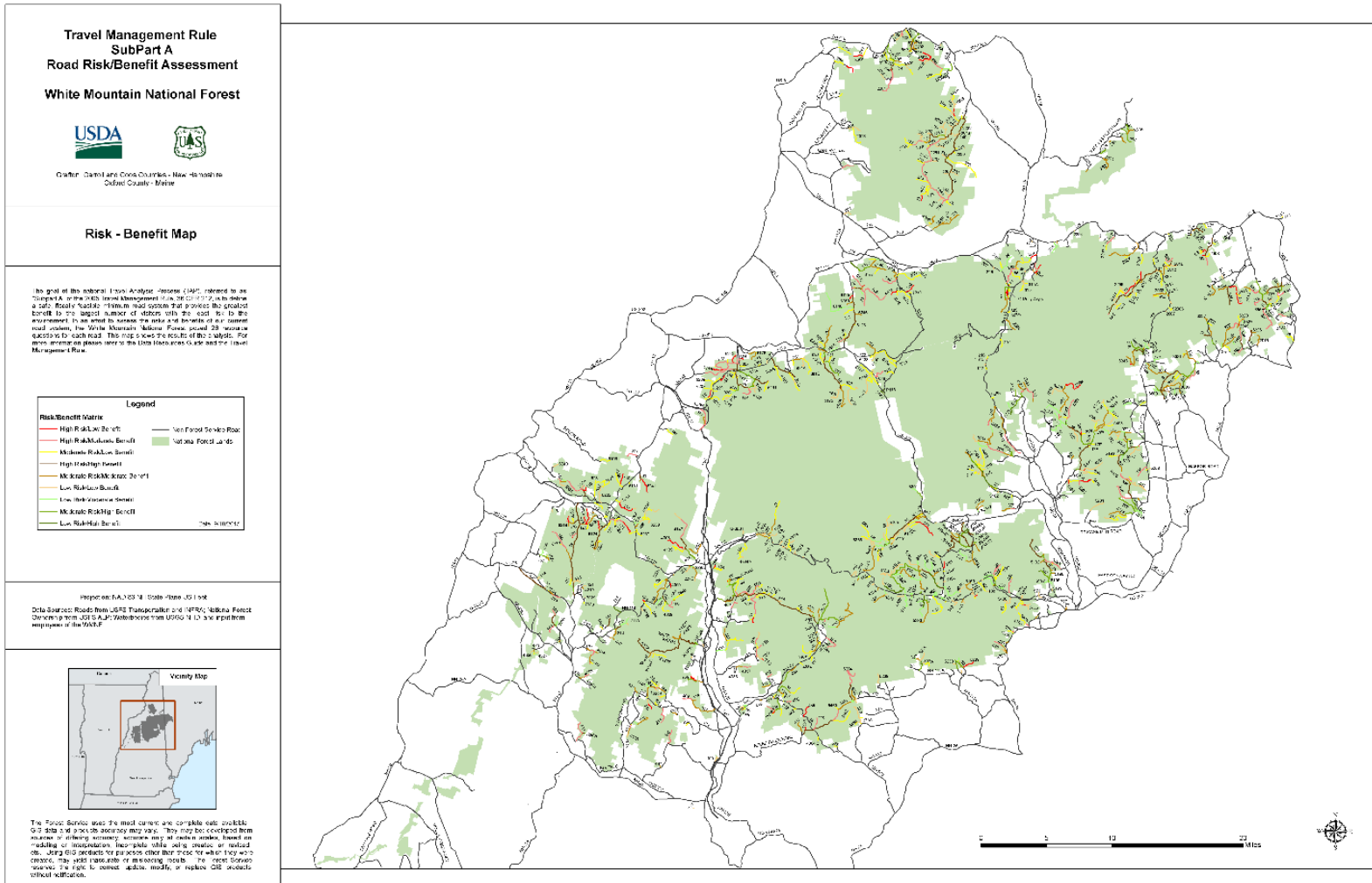


WMNF Two color map showing likely needed or likely not needed roads



Appendix B

Risk, Benefit Summary Map



Appendix C

White Mountain National Forest Public Engagement

Travel Management Rule, Subpart A – Travel Analysis Process

The following summarizes the public engagement that the White Mountain National Forest implemented throughout the Subpart A - Travel Analysis Process (TAP) of the Travel Management Rule. The WMNF utilized key messages, strategies, frequently asked questions and answers, and other materials that were developed by the Eastern Region of the USDA Forest Service. This helped us communicate a consistent message regionally with all audiences throughout the process.

Internal Audience

Before any communication was shared with the public, updates were provided to White Mountain National Forest employees, volunteers, and the adjacent National Forests. We kept them informed throughout the process through:

E-mails:

- 12/2013 – 7/2015

Employee meetings:

- Monthly Supervisors
- Office Safety meetings
- District Safety meetings Informal group settings

Forest Internal website:

- Information initially posted: 3/13/14 – 3/17/14 and updated as necessary

External Audience

The White Mountain National Forest engaged with the public including citizens, stakeholders, adjacent landowners and interest groups, about this process with a focus on using communications that instill trust and confidence. Information sharing has been ongoing and included the following:

Press Releases and Circulation Numbers

Press Release	Circulation Numbers
Mountainside Guide	9,000
Berlin Daily Sun	8,900
Lewiston Sun Journal (ME)	34,576
Derry News	5,353
Goffstown News	14,000
Hooksett Banner	11,000
Bedford Bulletin	10,000
Plymouth Record Enterprise	7,086
Fosters Daily Democrat	20,053
Coos County Democrat	4,194
Berlin Daily Sun	8,925
Boston Globe	245,572
Concord Monitor	22,500
AP – Concord, NH	-
Keene Sentinel	14,363
Laconia Citizen	10,136
Laconia Daily Sun	18,000
Valley News	17,515
Conway Daily Sun	14,400
Bethel Citizen (ME)	3,000
Union Leader	59,605
Nashua Telegraph	27,645
Littleton Courier	6,810
New Hampshire Business Review	-

Radio/TV:

WMUR (NH) – ABC Affiliate: news@vnews.com

WHDH – NBC Affiliate: WMWV - radio

WBZ – CBS Affiliate

Website:

External Forest Travel Analysis information was posted on the web from 3/13/2014 – 3/17/2014 and updated as necessary.

Mailings:

The Travel Analysis Process news release and comment form were mailed to over 88 addresses and emailed to over 200 addresses in March 2015.

Open Houses:

Androscoggin Ranger District, Gorham, NH – March 24, 2015

Total attendance: 6

- Most prominent concern was motorized recreation access.
- We heard that we're on the "right track" but there was little interest in the actual analysis or results.
- Some discussion about roads such as Wild River and the expense to rebuild vs the benefits (safety/rescue/fire/recreation) of motorized access.

Saco Ranger District, Conway, NH – March 31, 2015

Total attendance: 20

- Numerous questions - covering road specific concerns to general recreation, and maintenance costs.
- Some private individuals, but most affiliated with the following organizations:
 - Maine Summer Camps,
 - Ossipee Valley Snowmobile Club
 - Appalachian Mountain Club
 - New England Mountain Bike Association
 - White Mountain Trail Club
 - Mountain Meadow Riders Snowmobile Club
 - Mt Clyde Guide Service
 - North Country Council
 - White Mountain Milers
 - HEB Engineers

Pemigewasset Ranger District, Campton, NH – April 8, 2015

Total attendance: 11

- The attendees represented snowmobile organizations or are hikers.
- There were many questions on a wide range of topics including questions about the intent of the effort and how it may be used to affect future management and budgets, the process, and specific locations.

Forest Total Attendees of Open Houses: 37

Written Comments Submitted: 5

Local/County/State/Other Federal Agencies:

- Information sharing has been ongoing and included the following meetings during 2014:
 - 2/12: NH Department of Transportation meeting
 - 2/14: Winter Granite State Society of American Foresters meeting
 - 2/26: Audubon Celebration
 - 3/5: Appalachian Mountain Club meeting
 - 3/25: New England Society of American Foresters meeting
 - 3/27: Plymouth State University event
 - 4/13: Environmental Protection Agency tribal session
 - 4/24: White Mountain Interpretive Association meeting
 - 4/24 – 4/25: Maine State Congressional visits
 - 4/25: Timber Purchasers meeting
 - 6/10 – 6/11: Indian Foresters visit
 - 6/23: Soils Conference at Plymouth State University
 - 7/11: National Forest Foundation Coordinating Council Meeting
 - 7/8: Hubbard Brook Research Foundation dinner
 - 8/5 – 8/6: Fire COMPACT meeting
 - 8/29: NH Executive Councilor Kenney tour
 - 9/29: Appalachian Mountain Club /Society for the Protection of NH Forests meeting
 - 10/10: NH State Foresters meeting
 - 10/22: North Country Council Annual Dinner meeting
- Information sharing has been ongoing and included the following meetings during 2015:
 - 1/16: Mount Washington Commission
 - 1/29: National Forest Foundation meeting
 - 2/20: National Forest Foundation meeting Concord, NH
 - 3/25: Hubbard Brook Research Foundation
 - 4/10: Appalachian Mountain Club meeting
 - 4/16: White Mountain Interpretive Association meeting
 - 4/17: Tilton Diner Group meeting
 - 4/24: Mud Season Breakfast
 - 4/27: Washington Congressional Hill visits

- 5/27: Timber Purchaser's meeting
- 5/28: Timber Owners Association
- 5/26: Appalachian Mountain Club gala
- 6/21: Forest Advisory meeting
- 7/7: Mount Washington Commission
- 7/7: Hubbard Brook annual dinner
- 7/10: Lower Falls ribbon cutting
- 7/14 – 7/15: NH State Foresters meeting

Tribal Relations:

Communication materials used included the following:

- Mailing list letters
- Press releases
- External website (Portal)
 - Background information of the Travel Analysis Process
 - Public comment form
 - Updates on the process in a timely manner such as information about open houses
 - Press releases

Response to Comments and Collaborations Information

The "quoted text" in this document is directly from comments the White Mountain National Forest received for the travel analysis process.

- **Comment:** Individual roads were identified by several commenters as important to remain open as access for various uses, including hiking, hunting, fishing, camping, picnicking, fire protection, logging, Appalachian Mountain Club huts, and public safety. Identified uses varied among commenters. One individual identified "all Forest dirt/gravel roads" as a concern with examples of those used to access specific trails or campgrounds.
 - **Response:** Forest staff considered information on 28 risks and benefits associated with each Forest Road, including access to trails, campsites, huts, and other areas with approved special use permits, and access for hunting, fishing, firefighting, and forest and wildlife habitat management among other activities, before making a recommendation of likely need or likely not needed in the future. Based on available information, including the public comments mentioned here, we tried to find an appropriate balance among the options of maintaining roads open to passenger vehicles, managing roads in a condition for only high clearance vehicle or intermittent use, and closing roads entirely to minimize costs and effects to resources. Appendix A of this Travel Analysis Report identifies the recommendation for each road and a brief rationale for most recommendations. Before a final decision is made to change the status of any road, an interdisciplinary team will consider site-specific conditions in an environmental analysis and offer interested publics the opportunity to comment on proposed changes.

- **Comment:** “It has been almost four years since these roads [East Branch and Rocky Branch roads] have been closed due to the flood damage of Irene. Now that the road and bridge damage has been mitigated at great cost to taxpayers, its time to get the roads open again so that we taxpayers can benefit from the cost and effort. We miss the access the Forest Roads provided.”
 - **Response:** Rocky Branch road was reopened in May 2015. Repairs to East Branch road were completed in the summer of 2015 and the road has reopened. These roads, and others affected by Tropical Storm Irene, are important to many in the public. We appreciate the understanding and patience folks have displayed as we design, fund, and implement repair work that will protect local resources, allow our staff and the public to access these areas, and be likely to withstand future storms.
- **Comment:** “I would like to see some roads and trails open for OHRVs use in northern N.H. Gorham, Berlin and North of here.”
 - **Response:** The WMNF Forest Plan, which was developed with extensive public involvement, prohibits summer motorized trail use (Plan p. 2-19). Therefore summer OHRV use was not considered as part of this Travel Analysis. The Forest Plan allows OHRV use on designated snowmobile trails during the winter and on open Forest roads where they meet state motor vehicle standards (Plan Record of Decision, p. 31). As requested by the Record of Decision (p. 31), our monitoring program includes review of efforts to accommodate ATV use on nearby private and public land so we will have a good understanding of the benefits and effects of this use during the next Forest Plan revision effort. Until then, allowing OHRV use on Forest roads and trails would require a site-specific analysis and Forest Plan amendment.
- **Comment:** One comment was about the potential for the maintenance level to be reduced on roads that are also designated snowmobile trails. “I am afraid that if this happens some of the bridges and culverts may be pulled out. if this happens it would put an incredible financial burden on the clubs, the state bureau of trails and the snowmobile community as a whole. A lot of the roads that are also snowmobile trails are already maintained by the clubs and Bureau of Trails. The clubs keep the brush cut back, clear any downed trees and address any drainage issues that arise. This already helps the WMNF keep the maintenance cost per mile down.”
 - **Response:** In making recommendations on whether to close or reduce the maintenance level of roads, the Forest considered whether the road is likely to be needed in the future as a road in the snow-free season and if a road is also a designated snowmobile trail on the Forest’s trail system. Several roads that are designated snowmobile trails were identified either as likely not needed in the future or for reduction in maintenance level to ML 1, which typically does not have culverts or bridges in place. If these recommendations are eventually implemented, it could result in changes to the drainage structures on the current road.
 - It is not the intent of this effort or the Forest to transfer the cost of maintaining travel corridors from the Forest Service to the State or local trail clubs. Before a final decision is made to change the status of any road, an interdisciplinary team will consider site-specific conditions, including the need for culverts and bridges to accommodate existing trail use, in an environmental analysis. If a project proposes to close or reduce the maintenance level on a road that also is an open designated snowmobile trail, the analysis will consider whether to remove, modify, or retain existing drainage structures and how to maintain the trail so it will remain sustainable. Interested publics, including the state trails bureau and snowmobile trail clubs with an interest in affected trails, will have the opportunity to participate in this assessment and comment on proposed changes before they are finalized.
- **Comment:** “(I) believe snowmobile use should continue on existing Class I-IV roads. I also feel the forest service can enter into road maintenance plans for Class I and II roads with local snowmobile clubs and NH Bureau of Trails. I know the White Mountain Trail Club in Bartlett would be willing to assume responsibility for mowing Rob Brook Road and Falls Pond Road if allowed to use roads for Snowmobiling. Snowmobiling is the most popular winter activity In the WMNF and we should be preserving/adding more trails on existing roads.”

- **Response:** This Travel Analysis does not affect which roads are also designated as snowmobile trails on the Forest (see Appendix E). Changes to the existing designated snowmobile trail network are typically proposed and evaluated through site-specific projects. The Forest Plan allows for a net increase of up to 20 miles of new snowmobile trails on the Forest; this would include designation of existing roads as snowmobile trails. Since 2005 a few new connector trails have been constructed, several sections of trail have been relocated to improve access or trail conditions, and damaged or poorly located sections of trails have been decommissioned. As a result, there has been a net increase of 1.4 miles of designated snowmobile trails across the Forest. We look forward to continuing our partnerships with the State trails bureaus and local snowmobile trail clubs to provide and maintain a safe, sustainable snowmobiles trail system on the WMNF.
- **Comment:** “I feel that all of the roads are an asset to the whole forest and any reduction in the amount of roads would limit access to all users and not just snowmobiles. I think that one way of making the road maintenance budget work is to make sure all of the roads are in the right class.”
 - **Response:** This Travel Analysis effort considered all the potential benefits and risks associated with our roads to try to find an appropriate balance between maintaining public and administrative access and minimizing costs and environmental effects. We agree that it is critical to manage every road at the appropriate maintenance level for how it is used. That is why, even though this effort is only required to evaluate whether roads are likely needed or not needed, we considered where it would be appropriate to change maintenance levels on roads identified as likely needed in the future.
- **Comment:** “(T)he USFS should considered that all roads that provide public access to trailheads or other recreational amenities should be maintained to a minimum standard that is “suitable for passenger cars” (not just for “high clearance vehicles”). Access roads that do not meet this standard should be improved and maintained to allow for safe and reasonable passenger-vehicle travel. Public access trailheads should also be evaluated for adequate parking based on rates of use in season.”
 - **Response:** The presence of a trail or trailhead along a Forest Road was one of the benefits considered in this Travel Analysis. It factored into recommendations for which roads are likely needed in the future and regarding the appropriate maintenance level. The commenter’s suggestion that trailheads be on roads suitable for passenger cars is logical. Unfortunately we sometimes struggle to provide this service due to budget and staffing constraints. Appendix A of this Travel Analysis Report identifies the recommendation for each road and a brief rationale for most recommendations. Before a final decision is made to change the status of any road, an interdisciplinary team will consider site-specific conditions in an environmental analysis and offer interested publics the opportunity to comment on proposed changes. This analysis did not consider changes to trails or trailheads.
- **Comment:** “Absolutely no roads of any type, particularly in the backcountry, should be added by the WMNF. In the Maine section of the WMNF, main arterial roads are not being properly maintained, therefore no roads should be added, reopened or restored. The best use of your limited financial resources and the best course of action to protect the environment, particularly watersheds, is to remove culverts where necessary and permanently close more roads before even considering reopening and/or restoring roads for any purpose.”
 - **Response:** This Travel Analysis only considered the benefits and risks associated with existing roads; it does not recommend the construction of any new roads. The recommendation to classify some existing roads that are not currently part of the Forest Road system is a recognition that these roads are on the landscape and are being used by Forest staff and, often, the public, and therefore should be maintained properly to protect nearby resources.
 - According to the Travel Management Rule, a Travel Analysis is intended to identify “the minimum road system needed for safe and efficient travel and for administration, utilization, and protection of National Forest System lands. The minimum system is the road system

determined to be needed to meet resource and other management objectives adopted in the relevant land and resource management plan (36 CFR part 219)". We agree that many roads on the WMNF are not currently being maintained to appropriate standards due to budgetary constraints. That is one reason why this report recommends that about 106 miles of road on the WMNF are likely not needed and should be decommissioned, and another 58.53 miles of classified road are recommended for a reduction in maintenance level to continue providing appropriate access while reducing maintenance costs so current funding can stretch further.

- However this analysis also recognizes the importance of roads in providing access to the public and to those implementing projects to meet resource and management objectives in the Forest Plan. It is likely that some projects in the future will identify construction of a new segment of road or use of a currently closed road as the best way to safely and sustainably meet our management objectives. Any such proposals will be analyzed at a site-specific level with the opportunity for additional public input.
- **Comment:** "In assessing all FS roads, a goal should be to assess the positive impact road closure would have on the conversion of a roaded area to an unroaded forest."
 - **Response:** According to the Travel Management Rule, a Travel Analysis is intended to identify "the minimum road system needed for safe and efficient travel and for administration, utilization, and protection of National Forest System lands. The minimum system is the road system determined to be needed to meet resource and other management objectives adopted in the relevant land and resource management plan (36 CFR part 219)". The only areas of the WMNF where existing Forest Roads must be closed and revegetated are Management Areas (MAs) 6.2 and 6.3, in which roads are prohibited. As part of this Travel Analysis, consideration was given to whether a road is in MAs (Forest Plan, Chapter 3) that emphasize non-motorized recreation and other non-motorized activities or those whose purpose includes motorized uses. In addition, roads in areas identified in the Roadless Area Conservation Rule that are thought to only provide access for activities not allowed under that Rule were identified as likely not needed in the future.
- **Comment:** Two commenters each recommended a number of roads that they think should be partially or fully closed to reduce road densities and associated environmental effects.
 - **Response:** Forest staff considered information on 28 risks and benefits associated with each Forest Road before recommending whether each if likely needed or likely not needed in the future. Based on available information, including these public comments, we tried to find an appropriate balance between maintaining public and administrative access to meet Forest Plan objectives and closing roads to minimize costs and effects to resources. Appendix A of this Travel Analysis Report identifies the recommendation for each road and provides a brief rationale for most recommendations. Before a final decision is made to change the status of any road, an interdisciplinary team will consider site-specific conditions in an environmental analysis and offer interested publics the opportunity to comment on proposed changes.
- **Comment:** "The WMNF has 600 miles of roads currently that it can't take care of. FR 4 (Hut Road) is right up the street from me and the beginning of last summer it was in horrible shape, big ruts with sedimentation running down into the Moose bog as well as the numerous streams that cross it, all because the WMNF does little or no maintenance on its' road system. It had been 5 or maybe years since the last time the USFS had run even a grader up FR 4. That's way too long."
 - **Response:** A key issue and a driving factor in this analysis is economic sustainability. At current funding levels we are unable to maintain all of our roads to Forest Service standards. As a result we must prioritize road maintenance to ensure the safety of the public and our staff and minimize effects to resources. In addition, we look for additional opportunities to gain efficiency and increase funding, such as partnering with other agencies and individuals. Forest Road 4 is a maintenance level three road, which was deemed likely needed for future long-term forestry, wildlife and recreation management. Our records indicate that in 2015, it received maintenance including mowing and grading, and it also was graded in 2014 & 2013.

- **Comment:** “(E)very timber harvest you’re adding another 10 miles or so of “reconstructed road”, which of course is going to add to the sedimentation load in our streams and rivers. Enough. Time to get rid of these roads and the easiest way is to stop killing trees and invest the millions of dollars you’re spending in your timber budget on fixing up a minimum amount of roads. Or better yet, just put up gates and force people to walk in.”
 - **Response:** The amount and type of road work associated with our integrated resource projects varies substantially by project. The Forest Plan estimated we would construct approximately 10 miles of new road in the first ten years of implementation, reconstruct about 70 miles of road, and decommission 5-40 miles. After nine years (FY06-14), we had constructed 5.4 miles of new road, reconstructed 63 miles, and decommissioned 3.9 miles or classified road and 13.1 miles of unclassified road.
 - Road reconstruction does not add miles of road to our system or on the ground. Reconstruction is work to improve conditions of an existing Forest Road to meet current needs, bring it back up to standard, and minimize the potential for proposed use of the road to result in impacts to adjacent resources. It includes work such as replacing and realigning culverts and bridges, widening or realigning the road in unsafe sections, resurfacing the road, creating additional pull-outs on single-lane roads, etc.
- **Comment:** “Surface erosion rates from roads are typically at least an order of magnitude (10 times greater) greater than rates from logged areas, and three orders of magnitude (1000 times) greater than erosion rates from undisturbed forest soils. Increased sedimentation in streambeds has been linked to decreased fry emergence, decreased juvenile densities, loss of winter carrying capacity, and increased predation of fish. Roads can also act as barriers to fish migration.”
 - **Response:** This travel analysis considered many risk factors associated with roads, including proximity to waterbodies and presence of barriers to aquatic passage. Some roads were identified as likely not needed in part due to that overall risk assessment. For roads that were identified as likely needed to meet the management objectives outlined in the Forest Plan, any project using that road will need to consider whether the road is in suitable condition to safely support the proposed use without significant adverse effects to resources such as fish and aquatic habitats. Where necessary, projects on the WMNF propose improvements to provide for proper stream function and upgrading of existing culverts to allow for fish passage. Final decisions on which roads to decommission or retain, and whether there is a need to change the road or the proposed uses will be made based on site-specific information and a goal of meeting management objectives while minimizing effects to resource.
- **Comment:** “Roads and trails impact wildlife through: direct mortality (poaching, hunting/trapping) changes in movement and habitat use patterns (disturbance/avoidance), as well as indirect impacts including alteration of the adjacent habitat and interference with predatory/prey relationships.”
 - **Response:** This travel analysis considered many risk factors associated with roads, including the potential to affect wildlife movement patterns or important habitats for rare species. For roads that were identified as likely needed to meet the management objectives outlined in the Forest Plan, projects will analyze the potential for the road and its proposed use to affect wildlife species and the suitability of their habitat. Final decisions on which roads to decommission or retain, and whether there is a need to change the road or the proposed uses will be made based on site-specific information and a goal of meeting management objectives while minimizing effects to resources such as wildlife.
- **Comment:** “Roads and motorized trails also play a role in affecting wildfire occurrence. Research shows that human-ignited wildfires, which account for more than 90% of fires on public lands, are almost five times more likely in areas with roads.”
 - **Response:** This travel analysis considered many risk factors associated with roads, including proximity to areas of unique fuels or fire hazard. As mentioned in previous questions, final decision on decommissioning or classifying roads will consider these risks based on site-

specific information. Project analyses will evaluate whether road conditions or proposed activities will increase or reduce the risk of wildfire or the agency's ability to respond to natural or human-caused fires. From 2009-2014 WMNF Staff responded to 19 fires, 11 of which were in areas with roads, and the largest being 10 acres in size.

- **Comment:** "The Forest Service admits its road system has about one-third more miles than it needs. 82% of the road system is inaccessible to passenger vehicles. 55% of the roads are accessible only by high clearance vehicles and 27% are closed. The 18% that are accessible to cars are used for about 80% of the trips made within national forests."
 - **Response:** The information provided by the commenter is not from the White Mountain National Forest. Our ideal minimum road system likely has fewer roads, and through this analysis we have been able to take a first step at identifying unneeded roads. Currently on the WMNF more than 25% of the roads are open to the public and suitable for passenger vehicles; approximately 25% are high clearance vehicle suitable; almost 50% are closed to vehicle traffic unless opened for a specific purpose, such as a timber sale. All roads identified through this effort as likely needed are important to meeting the Forest's management objectives that are identified in the Forest Plan.
- **Comment:** "You need to actually start decommissioning roads, not just removing them from your database."
 - **Response:** As part of the analysis for each decision that a road is no longer needed, an interdisciplinary team evaluates whether the site-specific conditions warrant active decommissioning or simply permanent closure of the road to motorized use (excluding snowmobile trail use). Active decommissioning may include blocking the entrance, removing bridges and culverts, stabilizing slopes, restoring natural contours, removing road surfacing, installing waterbars, and planting vegetation among other actions. Often the hydrologist, soil scientist, or other resource specialists recommend against these activities because they result in additional soil disturbance and increased risk of erosion or resource damage. Removing drainage structures and allowing a road to revegetate naturally is often the least impactful way to decommission roads in this area since grasses, shrubs, and even trees typically take over old roads rapidly.
- **Comment:** "(T)here are trailheads that could be relocated off highways to Forest System Roads to provide improved access, including provisions for parking and safety from passing vehicles".
 - **Response:** The presence of a trailhead on a road was considered a benefit of that road, but this travel analysis did not consider changes to trailhead locations. Proposals to move trailheads to new locations for any reason, including those mentioned by the commenter, should be made to appropriate Forest Service personnel for consideration. Project-specific analyses will evaluate appropriate new locations and any associated changes to road conditions, incorporating site-specific information and project-specific public input.
- **Comment:** "(T)here are Forest System Roads that could be re-purposed to multi-use recreational trails (similar to the Franconia Notch Rec Trail)".
 - **Response:** This analysis was focused on making recommendations regarding what roads will be needed in the future and did not expressly evaluate the potential to repurpose roads identified as likely not needed to trails. In a few instances, however, an opportunity to convert a road identified as likely not needed to a trail was noted based on local knowledge. Whether those opportunities are appropriate will be evaluated in the future as part of final decisions on whether to decommission individual roads. As part of the analysis for those final decisions, the public will have the opportunity to comment on proposed changes and make recommendations for repurposing roads to trails.

- **Comment:** One commenter proposed to hold performance rally events on the Forest as a permitted use; he indicated roads used would be restored by the permittee after use, potentially providing road maintenance work at little to no cost to the Forest.
 - **Response:** This Travel Analysis only considered whether roads are likely needed or not needed in the future and recommended changes to maintenance level. It did not evaluate appropriate uses of individual roads. Recently a decision was made not to issue a special use permit for a performance rally on the Forest because this use was determined to be inconsistent with recreation and other guidance in the Forest Plan.
- **Comment:** “(T)he decision to close the roads as winter approaches should be a local decision based on actual weather events rather than a general policy based on calendar dates.”
 - **Response:** To meet the requirements of the agency’s Travel Management Policy the Motor Vehicle Use Maps have to have calendar dates showing when roads are open or closed. We have used historical information to estimate when that usually happens and show that date on the maps. In practice, we have been managing each road on a case by case basis. Roads are closed and reopened based on weather and safe driving conditions. The gates are locked in the open position if conditions permit earlier or later use of the roads.
- **Comment:** One commenter suggested we mow road sides every other year on a rotating schedule and sell buildings and property in Gilead and Bethel.
 - **Response:** Roadside mowing has and will continue to be an active part of our maintenance program. Due to equipment problems and staffing, limited mowing had been completed in the past few years. Currently we have purchased a new mower, hired seasonal staff, are working through the backlog, and developing a plan for the future. Increased mowing, compared to recent years, would reduce the roadside vegetation load and allow for proper drainage.

This Travel Analysis was done based on existing conditions, including current facilities and land ownership. While selling properties or otherwise eliminating the need to access facilities would reduce road maintenance needs, such changes were not considered as part of this analysis. If buildings or properties are decommissioned or sold in the future, the Forest Road system would be updated accordingly.

Appendix D

Financial Analysis Information

Description of work	ML 1: Road is in storage and is in a stable condition.	Cost per Mile to complete Description of Work for ML 1 roads.	ML 2: High clearance vehicle use.	Cost per Mile to complete Description of Work for ML 2 roads	ML 3: Passenger car use.	Cost per Mile to complete Description of Work for ML 3 roads.	ML 4: Passenger car use.	Cost per Mile to complete Description of Work for ML 4 roads.	ML 5: Passenger car use.	Cost per Mile to complete Description of Work for ML 5 roads
<p>Description of Work Details</p>	<p>No potential exists for resource damage when vehicular traffic is eliminated. Maintain physical closure device (berm/boulders/slash) and drainage and signs. Road Maintenance cycle for ML1 roads is 10 years.</p>	<p style="text-align: center;">-</p>	<p>Passenger car traffic, user comfort, and user convenience are not considered; low traffic volume and low speed; drainage structures are dips; surface smoothness is not considered; and very few signs. Out sloped single lane road without a ditch. Brush to maintain access and drainage. Spot blade to maintain drainage. Clean/Repair structures (cattleguard, gate) and signs. Road Maintenance cycle for ML2 roads is 5 years.</p>	<p style="text-align: center;">-</p>	<p>Maintain surface to provide travel by prudent drivers in standard passenger cars. Some surface roughness is tolerated. User comfort and convenience is a low priority. Replace the base course and surfacing where needed; single lane with turnouts; low speeds with low to moderate traffic volume; drainage structures include ditch, culverts and dips. Surface blade to maintain template and drainage. Surface is compact, crowned or sloped to drain without segregation of surface materials; no ruts or rills; suitable material is recovered and incorporated; unsuitable material is removed. Ditches and culverts function efficiently. Clean/Repair structures (cattleguard, gate) and signs. Spot Surface with aggregate. Road Maintenance cycle for ML3 roads is 3 years.</p>	<p style="text-align: center;">-</p>	<p>Provide moderate degree of user comfort and convenience; moderate speeds and traffic volume; drainage structures are culverts; and double lane aggregate surface with a ditch. Brush to maintain sight distance. Surface blade free of washboard, potholes, or other irregularities. Surface is smooth, compact, crowned or sloped to drain without segregation of surface materials; no ruts or rills; suitable material is recovered and incorporated; unsuitable material is removed. Abate dust as needed. Shoulders are shaped to provide a smooth transition to traveled way and drain efficiently. Ditches and culverts function efficiently. Clean/Repair structures (cattleguard, gate) and signs. Spot Surface with aggregate. Patch and crack sealing. Road Maintenance cycle for ML4 roads is primarily 3 years.</p>	<p style="text-align: center;">-</p>	<p>Provide high degree of user comfort and convenience; highest traffic volume and speeds; drainage structures are culverts; and double lane paved surface. Brush to maintain access and drainage. Surface Repair include pothole patching, crack sealing, chip sealing and removal of unsuitable material. Shoulders are shaped to provide a smooth transition to traveled way and drain efficiently. Ditches and culverts function efficiently. Clean/Repair structures (cattleguard, gate) and signs. Paint pavement markings. Road Maintenance cycle for ML5 roads is every year.</p>	<p style="text-align: center;">-</p>

White Mountain National Forest Forest-wide Travel Analysis Report

Description of work	ML 1: Road is in storage and is in a stable condition.	Cost per Mile to complete Description of Work for ML 1 roads.	ML 2: High clearance vehicle use.	Cost per Mile to complete Description of Work for ML 2 roads	ML 3: Passenger car use.	Cost per Mile to complete Description of Work for ML 3 roads.	ML 4: Passenger car use.	Cost per Mile to complete Description of Work for ML 4 roads.	ML 5: Passenger car use.	Cost per Mile to complete Description of Work for ML 5 roads
Blading	Not applicable	-	2 passes with motor grader/every 5 years	\$310	Once every year	\$310	Twice every year	\$310	Not applicable	-
Ditching/Shoulders	Not applicable	-	Not applicable	-	Once every year	\$1,500	Once every year	\$1,500	Once every year	\$1,500
Brushing/Mowing	Once every 10 years	\$250	Once every 5 years	\$250	Once every 3 years	\$250	Once ever 3 years	\$250	Once every year	\$250
Clean/Repair all drainage structures (bridge: deck flowlines and drains)	Once every 10 years	\$2,250	Once every 5 years	\$2,250	Once every 3 years	\$2,250	Once ever 3 years	\$2,250	Once every 3 years	\$2,250
Clean/Repair structures (road: gates, grates, cattleguards) (bridge: deck flowlines and drains)	Once every 10 years	\$750	Once every 5 years	\$750	Once every 3 years	\$750	Once ever 3 years	\$750	Once every 3 years	\$750
Hazardous Tree Removal	Not applicable	-	Once every 5 years	\$250	Once every 3 years	\$250	Once ever 3 years	\$250	Once every year or as needed	\$250
Dust Abatement	Not applicable	-	Not applicable	-	Not applicable	-	As needed	-	Not applicable	-
Paint Pavement Markings	Not applicable	-	Not applicable	-	Not applicable	-	Paint pavement markings every 6 years	\$1,000	Paint pavement markings every 3 years	\$1,000
Repair asphalt – patching, potholing, crack sealing	Not applicable	-	Not applicable	-	Not applicable	-	Every year	\$300	Every year	\$300
Resurface asphalt – asphalt overlay or chip seal	Not applicable	-	Not applicable	-	Not applicable	-	Once every 10 years	\$2,000	Once every 10 years	\$100,000

White Mountain National Forest Forest-wide Travel Analysis Report

Description of work	ML 1: Road is in storage and is in a stable condition.	Cost per Mile to complete Description of Work for ML 1 roads.	ML 2: High clearance vehicle use.	Cost per Mile to complete Description of Work for ML 2 roads	ML 3: Passenger car use.	Cost per Mile to complete Description of Work for ML 3 roads.	ML 4: Passenger car use.	Cost per Mile to complete Description of Work for ML 4 roads.	ML 5: Passenger car use.	Cost per Mile to complete Description of Work for ML 5 roads
Sign Maintenance/ Replacement	Replace 1 per road/10 years	\$200	Replace 1 per road/10 years	\$200	Replace 1 per road every 3 years	\$200	Replace 2 per road every 3 years	\$400	Replace 2 per road every 3 years	\$400
Spot Surfacing	Not applicable	-	Not applicable	-	150 tons/100 cy every 3 years 2 – 3 depth for 1/5 mile	\$2,000	600 ton/400 cy every 3 years 2-3 inch depth for ½ mile	\$8,000	Not applicable	-
Cost to Maintain/Mile	-	\$3,450	-	\$3,910	-	\$11,130	-	\$15,034	-	\$14,067
Maintenance Cycle	-	10	-	5	-	3	-	2	-	1
Annual Cost/Mile	-	\$345	-	\$782	-	\$3,710	-	\$7,517	-	\$14,067

Appendix E

Over snow trails coincident with roads

