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Travel Analysis Report

For

Apache-Sitgreaves National Forests

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Introduction

The Travel Management Rule was published in the Federal Register on Wednesday, November 9, 2005. The Travel Management Rule updates the regulations pertaining to Forest Service management of motor vehicle use, and requires each management unit to publish a motor vehicle use map (MVUM) displaying roads, trails, and areas open to motor vehicle use. To inform responsible officials on what should be included in this MVUM, a Travel Analysis Process (TAP) has been completed on the Apache-Sitgreaves National Forests. The TAP is summarized in this report. The TAP will also be used to inform future project-level decisions related to motorized travel management. The TAP also meets the requirements of agency policy and other existing federal regulations related to roads and motor vehicle management.

TAP is not a NEPA process, rather it is an integrated ecological, social, and economic approach to transportation planning, addressing both existing and future roads. TAP is a broad-scale analysis that encompasses the entire administrative unit. TAP is a comprehensive undertaking to match the transportation system to the desired future condition, as determined through existing direction, public input, and agency resource specialist suggestion. The outcome from this TAP is a set of site-specific proposals. This TAP report will provide a comprehensive review with technical recommendations for changes to the existing road system and motorized trail network.

According to FSM 7710, the forest scale analysis report shall:

a. Inventory and map forest roads, and display how these roads are intended to be managed.
b. Provide guidelines for addressing road management issues and priorities related to construction, reconstruction, maintenance, and decommissioning.
c. Identify significant social and environmental issues, concerns, and opportunities to be addressed in project-level decisions.
d. Document coordination efforts with other government agencies and jurisdictions.

The TAP outcomes are a set of proposals for changes to travel management direction and to the forest transportation system. These changes will be evaluated through a subsequent NEPA process. A thorough Travel Analysis allows for subsequent environmental analysis, if necessary, with the intention that individual projects be focused, while still addressing cumulative impacts. An anticipated upcoming environmental analysis will address which roads, trails, and areas to designate for motor vehicle use—to be published on the MVUM.

Travel management in the Forest Service is generally split between Engineering for road management and Recreation for motorized trails and camping management. The current revision of agency policies combines the analysis of motorized trails and roads under the TAP process. The new travel management rule requires each administrative unit (National Forest, National Grassland, etc.) or Ranger District to designate those NFS roads, NFS motorized trails, and areas on NFS lands that are open to motor vehicle use by class of vehicle and, if appropriate, by time of year (36 CFR 212.51). This report documents the forestwide analysis on the Apache-Sitgreaves NFs.

The key concept underlying the TAP approach is to focus on changes to:

- The forest transportation system; or
- Restrictions and prohibitions on motor vehicle use.

The Travel Analysis requirements, will be, or are, described in *FSM 7700 Travel Management; FSM 7710 (Travel Planning); FSM 7730 (Road Operations); FSM 2350 (Motorized trails); FSH 7709.55 (Travel Analysis); FSH 7709.59 (Road Operations); FSH 2309.18 (Motorized trail Operations).*

Definitions

Administrative unit. A National Forest, a National Grassland, a purchase unit, a land utilization project, Columbia River Gorge National Scenic Area, Land Between the Lakes, Lake Tahoe Basin Management Unit, Midewin National Tallgrass Prairie, or other comparable unit of the National Forest System. (36 CFR 212.1)

Area. A discrete, specifically delineated space that is smaller, and in most cases much smaller, than a Ranger District. (36 CFR 212.1)

Designated road, trail, or area. A National Forest System road, a National Forest System trail, or an area on National Forest System lands that is designated for motor vehicle use pursuant to § 212.51 on a motor vehicle use map. (36 CFR 212.1)

Forest road or trail. A road or trail wholly or partly within or adjacent to and serving the National Forest System that the Forest Service determines is necessary for the protection, administration, and utilization of the National Forest System and the use and development of its resources. (36 CFR 212.1)

Forest transportation atlas. A display of the system of roads, trails, and airfields of an administrative unit. (36 CFR 212.1)

Forest transportation facility. A forest road or trail or an airfield that is displayed in a forest transportation atlas, including bridges, culverts, parking lots, marine access facilities, safety devices, and other improvements appurtenant to the forest transportation system. (36 CFR 212.1)

Forest transportation system. The system of National Forest System roads, National Forest System trails, and airfields on National Forest System lands. (36 CFR 212.1)

Maintenance. The upkeep of the entire forest transportation facility including surface and shoulders, parking and side areas, structures, and such traffic-control devices as are necessary for its safe and efficient utilization. (FSM)

Motor vehicle. Any vehicle which is self-propelled, other than:

(1) A vehicle operated on rails; and

(2) Any wheelchair or mobility device, including one that is battery powered, that is designed solely for use by a mobility-impaired person for locomotion, and that is suitable for use in an indoor pedestrian area. (36 CFR 212.1)

Motor vehicle use map. A map reflecting designated roads, trails, and areas on an administrative unit or a Ranger District of the National Forest System. (36 CFR 212.1)

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

National Forest System trail. A forest trail other than a trail which has been authorized by a legally documented right-of-way held by a State, county, or other local public road authority. (36 CFR 212.1)

Off-highway vehicle. Any motor vehicle designed for or capable of cross-country travel on or immediately over land, water, sand, snow, ice, marsh, swampland, or other natural terrain. (36 CFR 212.1)

Over-snow vehicle. A motor vehicle that is designed for use over snow and that runs on a track or tracks and/or a ski or skis, while in use over snow. (36 CFR 212.1)

Public roads. Any road or street under the jurisdiction of and maintained by a public authority and open to public travel (23 U.S.C. 101(a)).

Road. A motor vehicle route over 50 inches wide, unless identified and managed as a trail. (36 CFR 212.1)

Road construction or reconstruction. Supervising, inspecting, actual building, and incurrence of all costs incidental to the construction or reconstruction of a road. (36 CFR 212.1)

Road Decommissioning. Activities that result in the stabilization and restoration of unneeded roads to a more natural state (36 CFR 212.1), (FSM 7703).

Road maintenance. The ongoing upkeep of a road necessary to retain or restore the road to the approved road management objective (FSM 7712.3).

Road maintenance levels. Road Maintenance levels define the level of service provided by, and maintenance required for, a specific road. Maintenance levels must be consistent with road management objectives and maintenance criteria. (FSH 7709.58,10)

Road management objective. A formal document that establishes the design criteria and operation and maintenance criteria for each road. The road management objectives require approval by the Responsible Official (usually the District Ranger) and are included in the forest transportation atlas. (FSM 7712.5)

Roads subject to the Highway Safety Act. National Forest System roads that are open to use by the public for standard passenger cars. This includes roads with access restricted on a seasonal basis and roads closed during extreme weather conditions or for emergencies, but which are otherwise open for general public use. (FSM 7705)

Route. A road or trail.

Temporary road or trail. A road or trail necessary for emergency operations or authorized by contract, permit, lease, or other written authorization that is not a forest road or trail and that is not included in a forest transportation atlas. (36 CFR 212.1)

Trail. A route 50 inches or less in width or a route over 50 inches wide that is identified and managed as a trail. (36 CFR 212.1)

Travel management atlas. An atlas that consists of a forest transportation atlas and a motor vehicle use map or maps. (36 CFR 212.1)

Unauthorized road or trail. A road or trail that is not a forest road or trail or a temporary road or trail and that is not included in a forest transportation atlas. (36 CFR 212.1)

General Description of the Travel Analysis Process

The Purposes of Travel Analysis

Travel Analysis helps to fulfill requirements of 36 CFR 212, subparts A and B:

1. To identify the minimum road system
2. To identify unneeded roads
3. To identify site-specific technical recommendations to be considered for subsequent designation of a system of roads, motorized trails, and areas for motor vehicle use.
4. To address motor vehicle use for dispersed camping and big game retrieval (optional)

TAP will follow the same six step process outlined in the roads analysis process. The roads analysis process is currently described in Miscellaneous Report FS-643, *Roads Analysis: Informing Decisions About Managing the National Forest Transportation System* (1999). The new proposed directives will incorporate key provisions of FS-643 into the directives system, while streamlining the language and clarifying the procedures.

The Objectives of Travel Analysis

The objective of Travel Analysis is to provide Forest Service Line Officers (Responsible Officials, i.e., Forest Supervisors and District Rangers) with critical information to ensure that existing and developed road and motorized trail systems provide for user safety and convenience, are responsive to public needs and desires, provide sustainable access, are affordable within current and future expected budgets, are efficiently managed, have minimal negative ecological effects on the land, are administered in an environmentally responsible manner, and are consistent with land management objectives. Travel Analysis will not change or modify any existing NEPA decisions, but information generated by the analysis should be used during subsequent decision making related to motorized travel management.

The Travel Analysis Overview

Travel Analysis is intended to identify opportunities for the national forest transportation system to meet current or future management objectives, and to provide information that allows integration of ecological, social, and economic concerns into future decisions. The process is intended to complement, rather than replace or preempt, other planning and decision processes.

The Travel Analysis process is a six-step progression. The Analysis is tailored to local situations and landscape/site conditions by Forest staffs and coupled with public input. The process provides a set of possible transportation-related issues and analysis questions. Only those relevant issues and questions, and any additional relevant suggestions on information needs and research findings that might apply to the analysis area, need to be addressed.

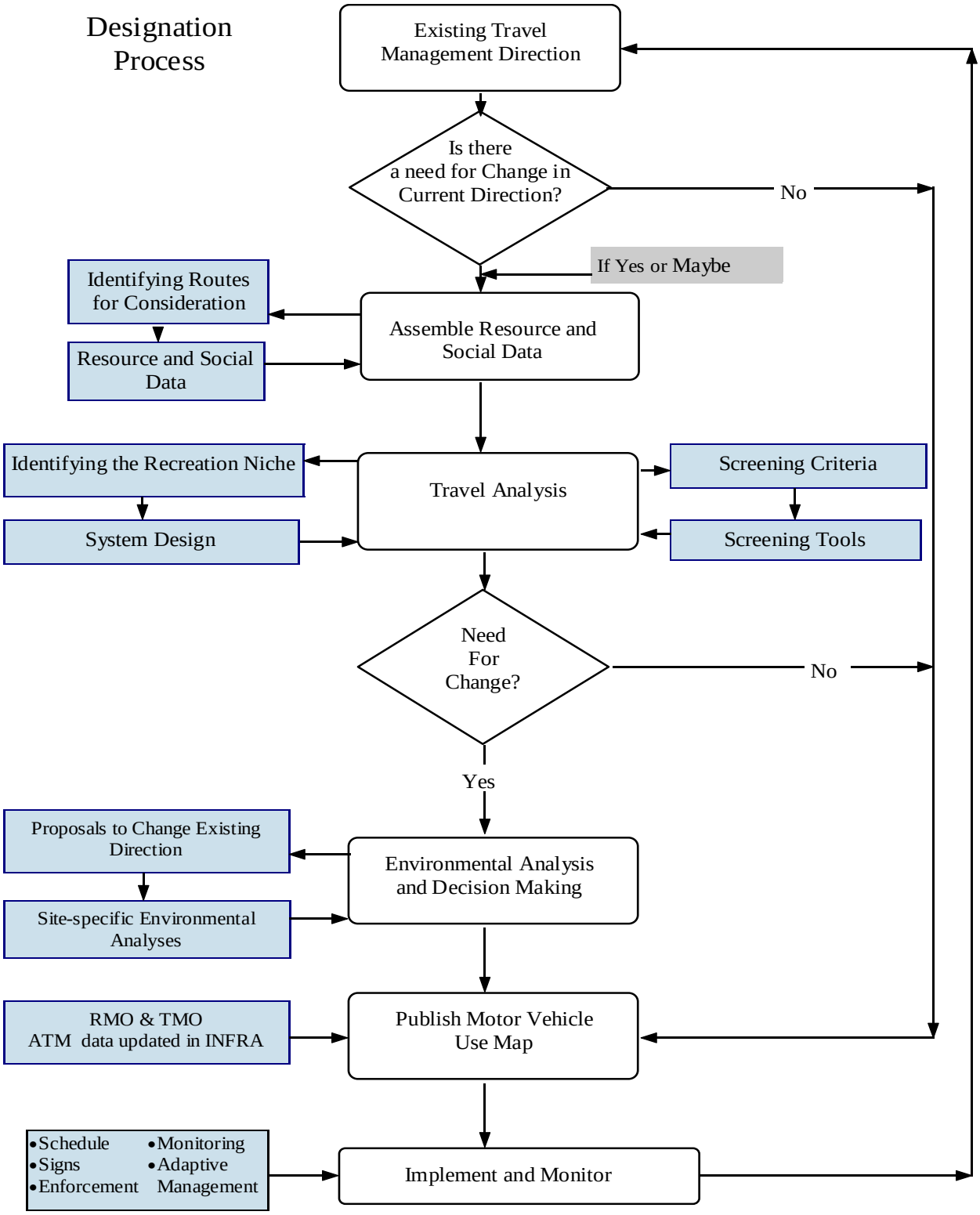


Figure 1: Process as described in the Motor Vehicle Route and Area Designation Guide. Available @ http://fsweb.wo.fs.fed.us/rhwr/ohv/documents/route_designation_guide_2-2.doc

Six Step Process

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

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

Travel Analysis Products

The product of a Travel Analysis is a report that documents the information and analyses used to identify opportunities and set priorities for future National Forest road and motorized trail systems. This report will provide a list of site-specific recommended changes to the transportation system. The Report will help land managers address questions on road and motorized trail access related to ecosystem health and sustainability, commodity extraction, removal of forest products, recreation, social and cultural values, and administrative uses.

The Report informs future management decisions on the merits and risks of constructing new roads and motorized trail; relocating, upgrading, or decommissioning existing roads and motorized trail; managing traffic; and enhancing, reducing, or discontinuing road and motorized trail maintenance. The analysis is based upon:

- Use of the best available scientific information;
- Economics;
- Social and economic costs and benefits of roads; and
- Contribution of existing and proposed roads and motorized trail to the land management objectives and desired conditions.

Step 1- Setting Up the Analysis

The purposes of this step are to:

- Identify the analysis area and state objectives.
- Develop a process plan for conducting the analysis.
- Clarify the roles of technical specialists.

Project and Objectives:
The TAP includes the entire lands within the Apache-Sitgreaves National Forests. The objectives of the analysis are to provide critical information for a road and motorized trail system that is safe and responsive to public needs and desires, is affordable, conforms to the National Forest Land Management Plan, is efficiently administered, has minimal negative ecological effects on the land, and is in balance with available funding for needed management actions. All existing system roads and motorized trails are included in this Travel Analysis Report.

Interdisciplinary Team Members and Participants (responsible for conducting the Travel Analysis and implementing the Travel Management Rule)

Jim Copeland	Team Leader
Nancy Loving	Geographic Information Specialist
Joe Sitarzewski	Realty Specialist
Beth Dykstra	Recreational Specialist
Dustin Walters	Hydrologist
Jerry Ward	Fisheries Biologist
Cathy Taylor	Wildlife Biologist
Doug Beal	Silviculture/Timber
Chris Bielecki	Civil Engineer

Analysis Timeline

- February 2004: Forest Roads Analysis Process (RAP) completed, addressing maintenance level 3-5 (suitable for passenger cars) roads forestwide.
- 2005: Agency engineering and geospatial personnel work with individual ranger district employees to verify and correct the forest transportation atlas, focusing on maintenance level 2 (recommended for high-clearance vehicles) roads not addressed in the 2004 Forest RAP.
- May 2005-current: route identification signing installed and repaired on national forest system roads managed for the public.
- Spring 2006: ASNFs staff officers decide to share entire transportation system with public, including closed roads, during collaboration process.
- June 2006: Regional implementation guidelines released; transportation atlas clean-up complete; first round of public collaboration meetings to share the implications of the 2005 travel management rule; forest “existing direction” maps shared with the public (and

eventually posted on website) to explain how motorized travel is currently managed on the Apache-Sitgreaves National Forests.

- June 2006-current: public comments received, including site-specific suggestions for change to current motorized travel management.
- November 2006: project initiation letter issued to ID Team members.
- January – February 2007: ID Team members meet individually with ranger districts to share draft evaluation criteria and to explain analysis process. Districts begin using evaluation criteria and public comments to develop suggestions for change to transportation system.
- April 2007: Second round of public collaboration meetings. These meetings were held to share a summary of general and site-specific public comments received to date related to motorized travel management.
- October 2007: Draft forest TAP completed and summary report issued. The TAP report includes a list of site-specific technical recommendations to the forest motorized transportation system.
- October 2007: Notice of Intent to prepare an environmental impact statement (EIS) issued and published in federal register.
- January 2008: TAP revision completed.
- *(projected)* June 2009: EIS completed, record of decision issued. Road management objectives (RMOs) and Trail management objectives (TMOs) created based on decision. Access travel management (ATM) data created for use in the MVUM.
- *(projected)* September 2009: MVUM published, officially changing motorized travel management on the unit.
- Beyond 2009: subsequent projects continue as needed, motorized travel implications addressed site-specifically at the project-level scale

Step 2- Describing the Situation

The purpose of this step is to:

- Describe the existing management and allowed uses pertaining to motor vehicle use on the Apache-Sitgreaves National Forests. Existing management includes the directions set forth in the current land management plan (i.e., Apache-Sitgreaves National Forests plan).

The products of this step are:

- A summary of the existing travel management direction on the Apache-Sitgreaves National Forests.
- A list of applicable forest orders and special management areas.
- Tables and maps to explain the current situation.

The Apache-Sitgreaves National Forests (ASNFs) includes a wide variety of terrain and vegetation types that greatly influence the places where motorized vehicles are used. A number of state and US highways cross the ASNFs, and additional county and municipal roads provide a connecting network to National Forest system roads (NFSRs). The unit includes popular developed recreational destinations such as Woods Canyon Lake, Big Lake, and Greer. These areas receive high volume traffic in a small area. Generally the NFSRs in these areas are maintained to a high standard for user comfort and convenience.

The ASNFs are also known for dispersed recreation. Overnight camping with recreational vehicles is a popular activity, and many of these forest visitors bring off-highway vehicles to explore the forest beyond their base camp. Major forest roads managed in maintenance levels 3-5 (posted with horizontal route identification markers) are usually maintained on an annual basis, providing initial access for dispersed recreationists to get from towns and highways to remote locations. These main roads connect with a large system of low-standard, high-clearance vehicle roads. Most of these national forest roads were built for administrative activities such as timber harvesting, and do not receive regular maintenance. They are identified with vertical route identification markers and managed with maintenance level 2.

A large number of additional system maintenance level 1 roads are managed as closed to motorized use and kept in storage for future management activities. Many of these closed roads, along with many non-inventoried routes, are commonly used by the public for motor vehicle operation. Berms, gates, fences, and signs have degraded or been vandalized over time, creating a confusing situation for forest visitors. Tire tracks are now a common site over and around barriers. The motor vehicle use map, in combination with a fully implemented sign plan, should greatly enhance visitor understanding and expectations related to motor vehicle allowed uses on the ASNFs.

Late summer and fall are popular hunting seasons where many OHVs are used across the forest. A number of guide outfitters operate on the forest, and a large number of out of town visitors come to this forest to hunt elk, deer, antelope, bear, turkey, quail, and also to fish.

Motor vehicles typically play a large role for many hunters, not only for camping but also to access game.

There is currently one route solely managed as a motorized trail (Saffel OHV route, Springerville RD), with additional routes managed as roads with OHV opportunities. It will be important to identify and research any multi-purpose routes tracked as both NFS trails and NFS roads, especially when determining the appropriate type of allowed use. Additional motorized trails are being planned on Lakeside and Black Mesa ranger districts. These trails are in various stages of construction or environmental analysis.

In general, the forest is legally "open to cross-country motor vehicle use unless posted closed". Two important forest orders elaborate on this:

Forest order 01-437 prohibits

- motorized use in violation of State Law – Title 28 - Arizona Revised Statutes
- operating a motor vehicle carelessly, recklessly, or without regard for the rights or safety or other persons or in a manner or at a speed that would endanger or likely to endanger any person or property
- possessing or using a motorized vehicle off forest development roads in areas closed to such use

**These order requirements (noted above) apply to forest development roads utilizing horizontally numbered route markers. However, Arizona Title 28 Transportation Statutes are applicable on all roads that are open to the use of the public for purposes of vehicular travel.*

Forest order 01-405 prohibits

- using any motorized vehicle on a road that is barricaded or signed closed
- using any motorized vehicle on a trail that is barricaded or signed closed

Specifically, there are 2,110,135 acres of lands managed within the Apache-Sitgreaves National Forests administrative unit. 1,574,813 acres of NFS lands within the unit are legally open to motor vehicle use. An inventory of unauthorized routes has not been completed, but it is estimated that there are hundreds of miles of unauthorized routes on the ASNFs. Because of the number of these unauthorized routes, in combination with the acreage currently open to motor vehicle use, it is expected that even a reasonable expansion of the national forest system for public motorized use will reduce the overall impacts of motor vehicles on the unit.

The following table summarized the special management areas, based on the land management plan (LMP), and the current forest orders applicable to motorized travel management on the ASNFs.

Table 1: Existing Apache-Sitgreaves National Forests motor vehicle closure areas.

Description	Forests Plan Management Area or Forests Order No.	Acres
Forested Land -portion managed for Recreation Opportunity Spectrum classes primitive and semi-primitive non-motorized	Management Area 1	93,970
Woodland -portion managed for Recreation Opportunity Spectrum classes primitive and semi-primitive non-motorized	Management Area 2	143,652
Riparian -portion managed for Recreation Opportunity Spectrum classes primitive and semi-primitive non-motorized	Management Area 3	2,490
Grasslands	Management Area 4	16,630
Mount Baldy Wilderness	Management Area 7	7,079
Blue Range Primitive Area and Additions	Management Area 8	187,410
Escudilla Demonstration Area -portion managed for Recreation Opportunity Spectrum classes primitive and semi-primitive non-motorized	Management Area 9	1,551
Research Natural Areas -Phelps Cabin (existing) -Thomas Creek (recommended) -Escudilla Mtn (recommended) -Wildcat (recommended) -Hayground (recommended)	Management Area 10	2,550
Water -portion managed for Recreation Opportunity Spectrum classes primitive and semi-primitive non-motorized	Management Area 11	9
Bear Wallow Wilderness Area	Management Area 12	11,080
Escudilla Mountain Wilderness	Management Area 13	5,200
Chevelon Canyon -portion managed for Recreation Opportunity Spectrum classes primitive and semi-primitive non-motorized	Management Area 16	4,785
Sandrock	Management Area 18	17,637

-portion managed for Recreation Opportunity Spectrum classes primitive and semi-primitive non-motorized		
<u>Motor Vehicle Restriction</u>	Forests Order 01-401	
Alpine Divide 01-01		80
Black River 01-02	36 CFR 261.56	6,983
Blue Crossing 01-03		80
East & West Fork Black River 01-04		4,545
Hannagan 01-05		24
Hulsey Lake 01-06		49
KP Cienega 01-07		35
Luna Lake 01-08		393
Sierra Blanca 01-09		109
Thomas Creek 01-10		499
Upper Blue 01-11		61
Williams Valley 01-12		1,620
Acker Lake 01-13		9
Black Canyon Lake 02-01		5,928
Forest Lakes 02-02		2,605
Rim Recreation Area 02-03		50,371
Willow Creek 02-04		4,075
Black Jack 03-01		80
Coal Creek 03-02		23
Granville 03-03		98
Honeymoon 03-04		7
Juan Miller 03-05		38
Strayhorse 03-06		22
Big Lake 06-01		5,520
Greer Basin 06-02		5854
Lee Valley 06-03		6,521
Nelson Reservoir 06-04		186
Saffel/Murry Basin 06-05		5,125
South Fork 06-06		38
Fool Hollow 07-01		680
Lakeside 07-02		17
Lewis Canyon 07-03		50
Los Burros 07-04		57
Scott Reservoir 07-05		29
Woodland Recreation 07-06		603
Mogollon Rim 07-07		341
Brown Creek 07-08		
<u>Wildlife Habitat Areas</u>	Forest Order 01-402	
Hulsey Bench 01-01		3,136
Middle Mountain 01-02 (8/15 – 12/31)	36 CFR 261.54 (a)	3,614
Open Draw 01-03 (5/1 – 8/15)	36 CFR 261.54 (e)	310
Blue Range Administration Area 01-04 (do not include)	36 CFR 261.55 (a)	
Upper Coyote 01-05	36 CFR 261.56	632

Alpine RD Three Forks 01-06		494
Beaver Turkey Ridge 02-01		2,925
Buckskin 02-02		502
Chevelon Canyon 02-03		13,196
Leonard Canyon 02-04		2,529
Wildcat 02-05		526
Willow Springs 02-06		8,602
Blue River Buffer 03-01		3,453
Dry Prong 03-02		2,363
Blue Range Addition 03-03		16,922
San Francisco River Buffer 03-04		2,603
Amberon Point 06-01		624
Big Cienega 06-02		47
North, East, West Fork Black River 06-03		4,668
East & West Forks Little Colorado River 06-04		1,927
Hidden Lake 06-05		3,265
Phelps Cabin Botanical 06-06		97
Phelps Cabin RNA 06-07		286
Saint Peters Dome 06-08		5,752
Three Forks 06-09		22
Upper Hall Creek 06-10		1,723
Haygrounds RNA 06-11		331
Woolhouse 07-01		17,368
South Marsh 07-02		29
Red Head Marsh 07-03		144
Jaques Marsh 07-04		220
Airport Marsh 07-05		29
Bosque Majado 07-06		17
Porter Mountain 07-07		81
Billy Creek 07-08		191
Los Burros Meadow 07-09		104
Pintail Marsh 07-10		189
<u>Season Restrictions</u>	Forest Order 01-403	
Forest Service FDR 515 03-01 (variable, check w/district)		5,836
Upper Eagle Creek 03-02 (variable, check w/district	36 CFR 261.54 (a)	424
Telephone Lake 07-01 (4/1 – 7/15)	36 CFR 261.54 (e)	161
	36CFR 261.55 (a)	
	36 CFR 261.56	
<u>Threatened & Endangered Species Travel Management</u>	Forest Order 01-404	
Luna Lake Eagle Nesting 01-01 (1/1 – 6/30)		312
Southwestern Willow Flycatcher 01-02 (5/1 – 7/31)	36 CFR 261.53 (e)	88
Three Forks Wildlife (yearlong)		11
Luna Lake Waterfowl Nesting (4/1 – 8/1)		116
<u>Public Safety</u>	Forest Order 01-408	
Green Tank Pit (exhibit A)	36 CFR 261.53 (e)	Estimated 10 ac.
Blue Range Primitive Area	Forest Order 01-409	180,000

	36 CFR 261.55 (b)	
Rim Road – Travel Restrictions	Forest Order 01-419	50,371
Public Health or Safety Big Lake	Forest Order 01-442 36 CFR 261.53 (e)	Included in Big Lake rec area
Public Health or Safety Alpine Pit	Forest Order 01-448 36 CFR 261.53 (e)	9
Public Health or Safety Hoyer Sewer Pond	Forest Order 01-452 36 CFR 261.53 (e)	7
Rodeo-Chediski Area Restrictions & Road Closures	Forest Order 01-470 36 CFR 261.54 (e) 36 CFR 261.56	148,229
Public Health or Safety Porter Mountain Cinder Pit Closure	Forest Order 01-477 36 CFR 261.53 (e)	Estimated 10 ac.
Beehive Wildlife Area Closure	Forest Order 01-488 36 CFR 261.53 (e)	3,176
Total Forests acres currently closed to motor vehicles or restricting off-road motor vehicle use		**535,322**

Arizona State Laws

The Apache-Sitgreaves National Forests refer to state law for legal motor vehicle classifications. All-terrain and off-road recreational vehicles that operate only on dirt roads located in unincorporated areas of Arizona must be titled and have a plate, but are exempt from registration and insurance requirements. Both all-terrain and off-road recreational vehicles can be ridden, as allowed, cross country. Registered and insured all-terrain vehicles can be used on public highways when operated by a licensed driver.

"Generally, roads marked with a horizontal sign on national forestlands require motor vehicle registration. Roads marked with vertical signs generally do not mandate registration." (*A Guide to Off-Highway Vehicle Laws, Rules, and Regulations*; Arizona Game and Fish Department; Oct2005; see link below)

Enclosed is a link to a brochure on the AZ Game & Fish Department website that lists the vehicle laws, rules & regulations of Off-Highway Vehicles in Arizona. It has links to the Forest Service & BLM in Arizona. ATV's can be licensed to operate on State Highways in Arizona if they meet the requirements in the link below.
http://www.azgfd.gov/pdfs/outdoor_recreation/ohv/atv_brochure.pdf

Arizona Revised Statutes can be accessed here:
http://www.azleg.state.az.us/ArizonaRevisedStatutes.asp
Off-highway legislation is included in Title 17 (Game and Fish) and Title 28 (Transportation).

The following are excerpts from the Arizona Revised Statutes:

ARS 28-101: Definitions
"All-terrain vehicle" means a motor vehicle that satisfies all of the following:
(a) Is designed primarily for recreational nonhighway all-terrain travel.
(b) Is fifty or fewer inches in width.
(c) Has an unladen weight of eight hundred pounds or less.
(d) Travels on three or more low pressure tires.
(e) Has a seat to be straddled by the operator and handlebars for steering control.
(f) Is operated on a public highway.

"Off-road recreational motor vehicle" means a motor vehicle that is designed primarily for recreational nonhighway all-terrain travel and that is not operated on a public highway. Off-road recreational motor vehicle does not mean a motor vehicle used for construction, building trade, mining or agricultural purposes.

ARS 28-1171: Definitions
"Off-highway vehicle":
(a) Means a motorized vehicle when operated off of highways on land, water, snow, ice or other natural terrain or on a combination of land, water, snow, ice or other natural terrain.
(b) Includes a two-wheel, three-wheel or four-wheel vehicle, motorcycle, four-wheel drive vehicle, dune buggy, amphibious vehicle, ground effects or air cushion vehicle and any other means of land transportation deriving motive power from a source other than muscle or wind.
(c) Does not include a vehicle that is either:
(i) Designed primarily for travel on, over or in the water.
(ii) Used in installation, inspection, maintenance, repair or related activities involving facilities for the provision of utility or railroad service.

ARS 28-1172: Applicability; private and Indian lands
This article applies to <u>all</u> lands in this state except private land and Indian land.

Note: This applies to federal lands.

ARS 28-1174: Operation restrictions; violation; classification
A. It is unlawful for a person to drive an off-highway vehicle with reckless disregard for the safety of persons or property.
B. A person who violates this section is guilty of a class 2 misdemeanor.

C. In addition to or in lieu of the fine prescribed by this section, a judge may order the person to perform at least eight but not more than twenty-four hours of community restitution or to complete an approved safety course, or both.

ARS 17-454: Prohibition against vehicle travel
No person shall drive a motor operated vehicle cross-country on public or private lands where such cross-country driving is prohibited by rule or regulation or, in the case of private lands, by proper posting.

Route Descriptions for National Forest System roads and National Forest System trails:

Closed NFS Roads

> Maintenance Level 1 - Assigned to intermittent service roads during the time they are closed to vehicular traffic. The closure period must exceed 1 year. Basic custodial maintenance is performed to keep damage to adjacent resources to an acceptable level and to perpetuate the road to facilitate future management activities. Emphasis is normally given to maintaining drainage facilities and runoff patterns. Planned road deterioration may occur at this level. Appropriate traffic management strategies are "prohibit" and "eliminate."
>
> Roads receiving level 1 maintenance may be of any type, class, or construction standard, and may be managed at any other maintenance level during the time they are open for traffic. However, while being maintained at level 1, they are closed to vehicular traffic, but may be open and suitable for nonmotorized uses.

NFS Roads Open to All Motor Vehicles

> Maintenance Level 2 - Assigned to roads open for use by high clearance vehicles. Passenger car traffic is not a consideration. Traffic is normally minor, usually consisting of one or a combination of administrative, permitted, dispersed recreation, or other specialized uses. Log haul may occur at this level. Appropriate traffic management strategies are either to (1) discourage or prohibit passenger cars or (2) accept or discourage high clearance vehicles.
>
> Maintenance level 2 roads are excluded from the Highway Safety Act according to FS policy. They should be managed with limited traffic control devices.

NFS Roads Open only to Highway Legal Vehicles

> Maintenance Level 3 - Assigned to roads open and maintained for travel by a prudent driver in a standard passenger car. User comfort and convenience are not considered priorities.

Roads in this maintenance level are typically low speed, single lane with turnouts and spot surfacing. Some roads may be fully surfaced with either native or processed material. Appropriate traffic management strategies are either "encourage" or "accept." "Discourage" or "prohibit" strategies may be employed for certain classes of vehicles or users.

Maintenance Level 4 - Assigned to roads that provide a moderate degree of user comfort and convenience at moderate travel speeds. Most roads are double lane and aggregate surfaced. However, some roads may be single lane. Some roads may be paved and/or dust abated. The most appropriate traffic management strategy is "encourage." However, the "prohibit" strategy may apply to specific classes of vehicles or users at certain times.

Maintenance Level 5 - Assigned to roads that provide a high degree of user comfort and convenience. These roads are normally double lane, paved facilities. Some may be aggregate surfaced and dust abated. The appropriate traffic management strategy is "encourage."

Roads managed under maintenance levels 3 thru 5 are required to meet the standards of the Highway Safety Act, according to FS policy. These roads should be managed for safe passage by prudent drivers in standard passenger cars These roads must meet state traffic codes, including traffic control in accordance with the Manual on Uniform Traffic Control Devices.

Decommissioned Road

Decommissioned roads have been permanently removed from the national forest system. They continue to be tracked in the transportation atlas for future reference. These roads should have received a level of physical maintenance, ranging from a Maintenance Level 1 type closure to a complete obliteration. For administrative purposes, these roads are not considered as existing and are not available for motorized use.

NFS Trail Open to Motorized Vehicles

NFS trails that are managed and signed as open to motor vehicles. These can be either routes managed with width restrictions for specific vehicle types or forest roads also managed as trails due to an identified recreational destination value.

NFS Trail Not Open to Motorized Vehicles

NFS trails that are managed and signed for non-motorized uses such as hiking, equestrian, and/or bicycling activities.

Table 2: NFS routes mileage summaries.

National Forest System route summary, ASNFs *September 14, 2007*			
ITEM			**MILES**
Roads Open only to Highway Legal Vehicles			726
	Maintenance Level 5	*42*	
	Maintenance Level 4	*84*	
	Maintenance Level 3	*600*	
Roads Open to All Motorized Vehicles (*Maintenance Level 2*)			2,041
Roads Closed (*Maintenance Level 1*)			3,388
Roads Decommissioned			203
Trails Open to Motorized Vehicles			154
Trails Not Open to Motorized Vehicles			1,144
TOTAL			**7,656**

The following pages contain the Existing Direction Transportation Maps for motor vehicle use on the forests. There are two maps for each Ranger District. Although the titles are labeled the same, there are significant differences in the maps. The first map contains ALL National Forest System Roads (NFSRs) and motorized National Forest System Trails (NFSTs), including closed roads for administrative use only. The second map contains only the routes maintained for public motorized use. Both maps also have other major public roads (e.g., county roads, and state highways) displayed for navigational purposes.

Travel Management Rule

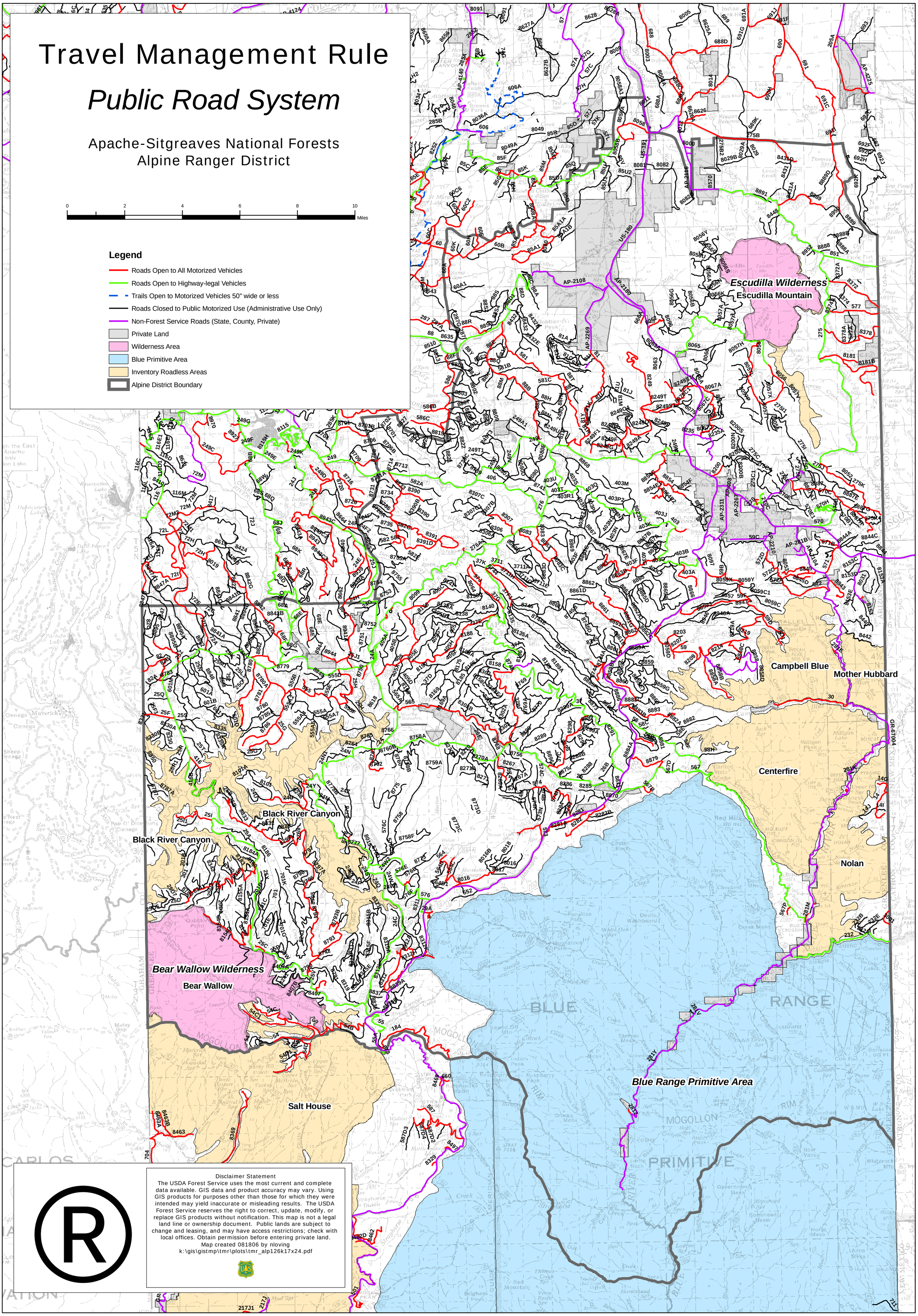
Public Road System

Apache-Sitgreaves National Forests
Alpine Ranger District

0 2 4 6 8 10 Miles

Legend

- Roads Open to All Motorized Vehicles
- Roads Open to Highway-legal Vehicles
- Trails Open to Motorized Vehicles 50" wide or less
- Roads Closed to Public Motorized Use (Administrative Use Only)
- Non-Forest Service Roads (State, County, Private)
- Private Land
- Wilderness Area
- Blue Primitive Area
- Inventory Roadless Areas
- Alpine District Boundary



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Travel Management Rule

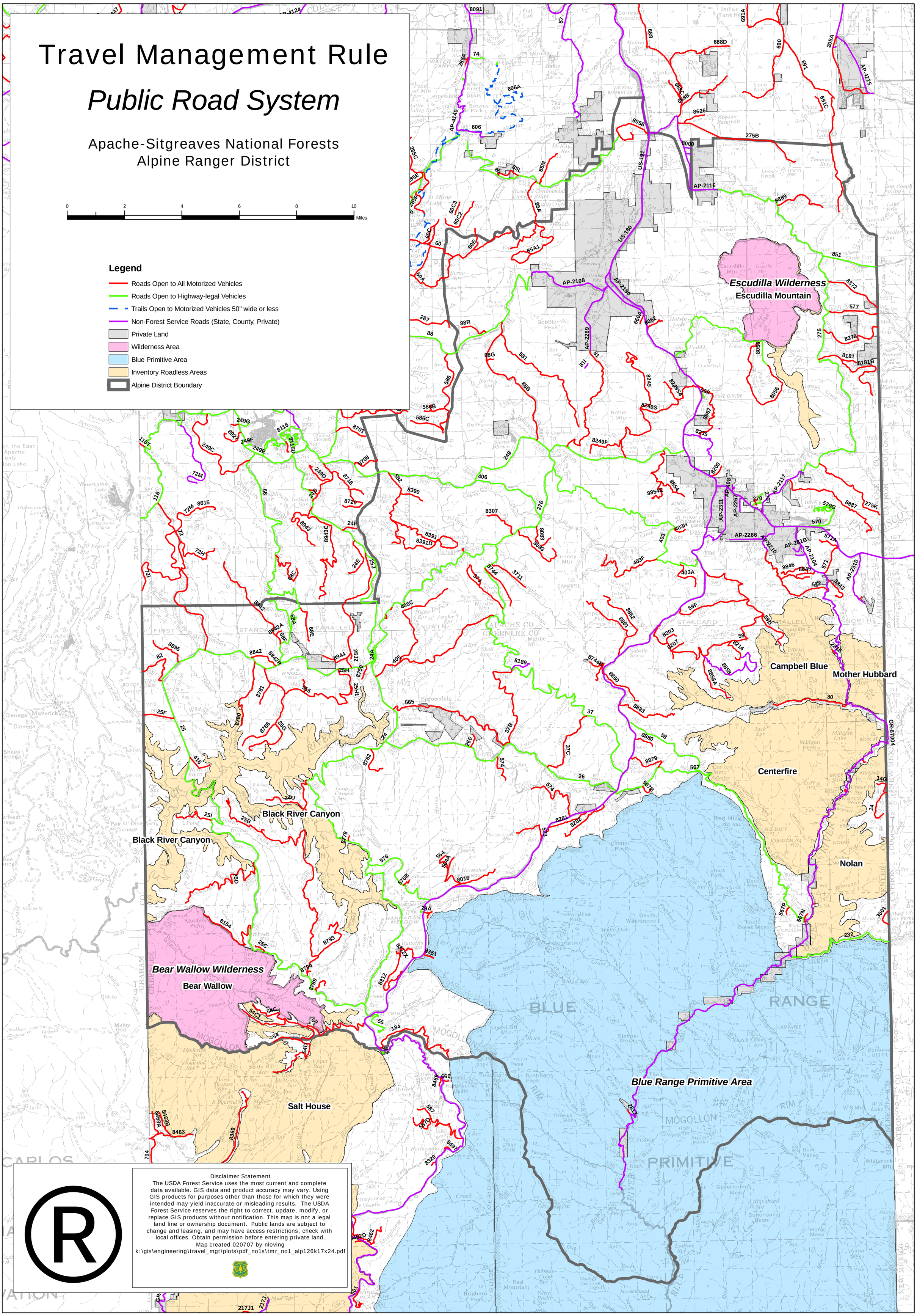
Public Road System

Apache-Sitgreaves National Forests
Alpine Ranger District

0 2 4 6 8 10 Miles

Legend

- Roads Open to All Motorized Vehicles
- Roads Open to Highway-legal Vehicles
- Trails Open to Motorized Vehicles 50" wide or less
- Non-Forest Service Roads (State, County, Private)
- Private Land
- Wilderness Area
- Blue Primitive Area
- Inventory Roadless Areas
- Alpine District Boundary



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Travel Management Rule

Public Road System

Apache-Sitgreaves National Forests
Black Mesa Ranger District

0 2 4 6 8 10 Miles

Legend

- Roads Open to All Motorized Vehicles
- Roads Open to Highway-legal Vehicles
- Trails Open to Motorized Vehicles 50" wide or less
- Roads Closed to Public Motorized Use (Administrative Use Only)
- Non-Forest Service Roads (State, County, Private)
- Private Land
- Roadless Areas
- Black Mesa District Boundary

Leonard Canyon

Leonard Canyon

Chevelon Canyon

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Travel Management Rule
Public Road System

Apache-Sitgreaves National Forests
Black Mesa Ranger District

0 2 4 6 8 10 Miles

Legend

- Roads Open to All Motorized Vehicles
- Roads Open to Highway-legal Vehicles
- Trails Open to Motorized Vehicles 50" wide or less
- Non-Forest Service Roads (State, County, Private)
- Private Land
- Roadless Areas
- Black Mesa District Boundary

Leonard Canyon

Leonard Canyon

Chevelon Canyon

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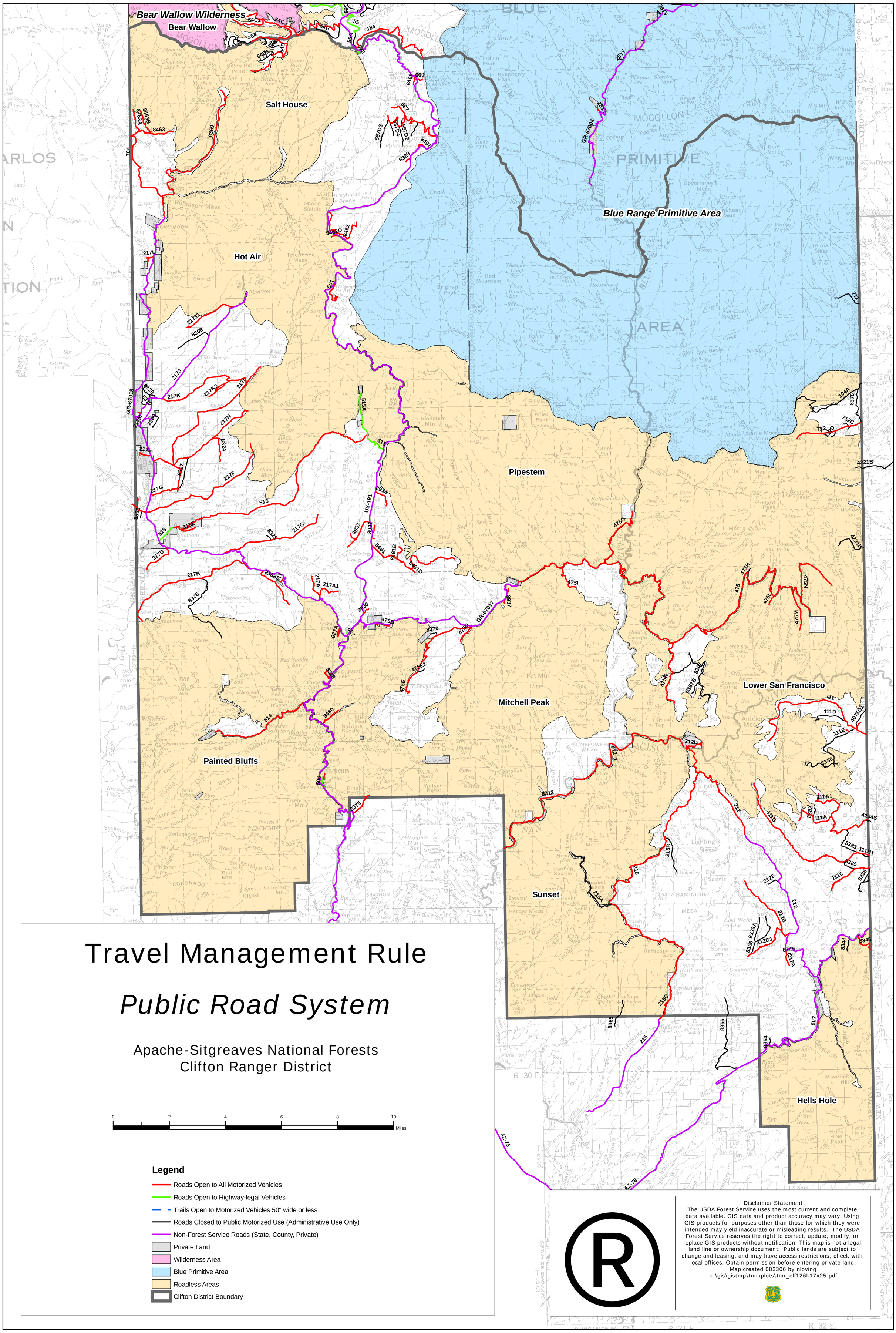
Bear Wallow Wilderness
Bear Wallow
Salt House
Hot Air
Blue Range Primitive Area
Pipestem
Mitchell Peak
Lower San Francisco
Painted Bluffs
Sunset
Hells Hole
Travel Management Rule
Public Road System
Apache-Sitgreaves National Forests
Clifton Ranger District
0 2 4 6 8 10
Miles
Legend
Roads Open to All Motorized Vehicles
Roads Open to Highway-legal Vehicles
Trails Open to Motorized Vehicles 50" wide or less
Roads Closed to Public Motorized Use (Administrative Use Only)
Non-Forest Service Roads (State, County, Private)
Private Land
Wilderness Area
Blue Primitive Area
Roadless Areas
Clifton District Boundary
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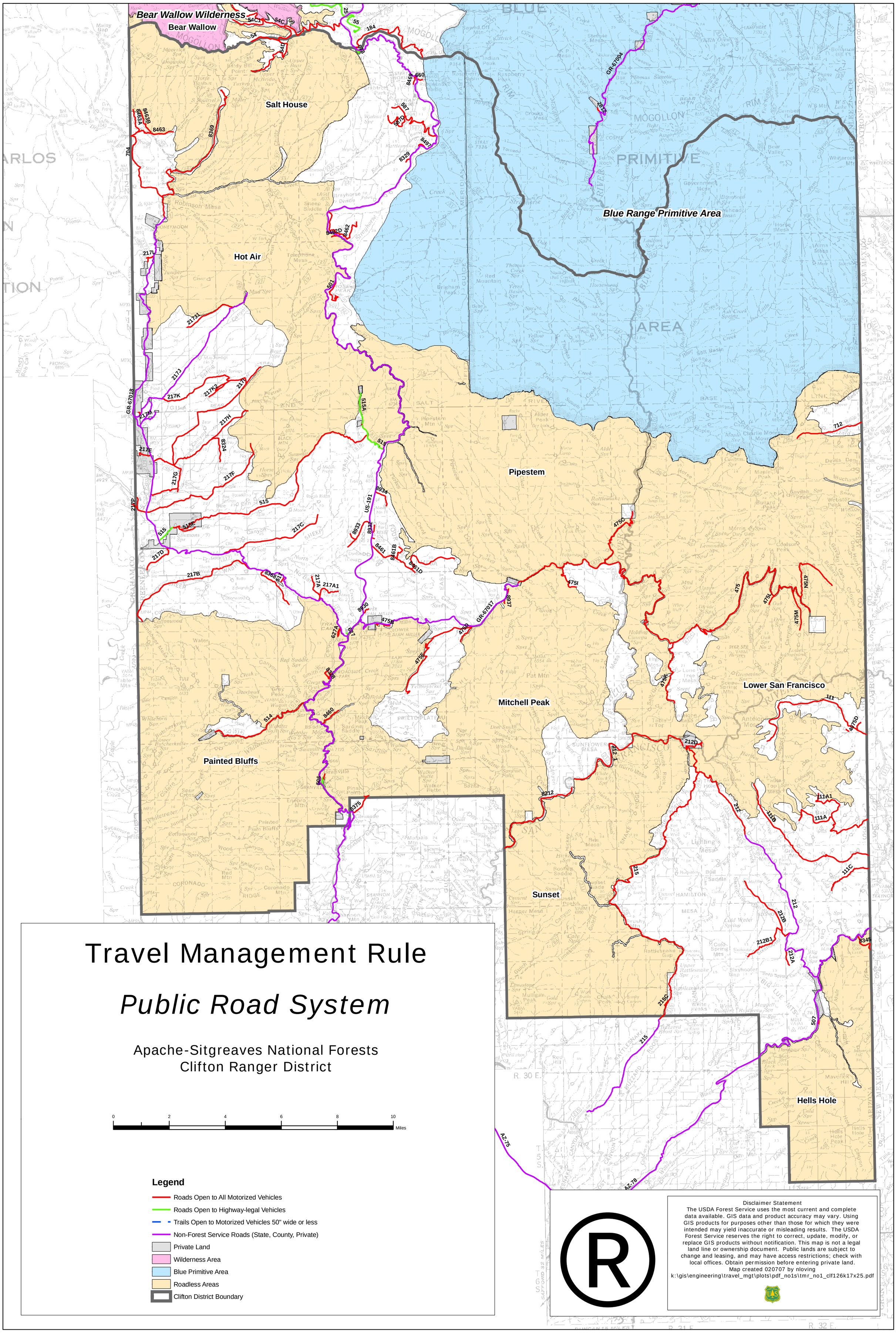
Bear Wallow Wilderness
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Apache-Sitgreaves National Forests
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0 2 4 6 8 10
Miles
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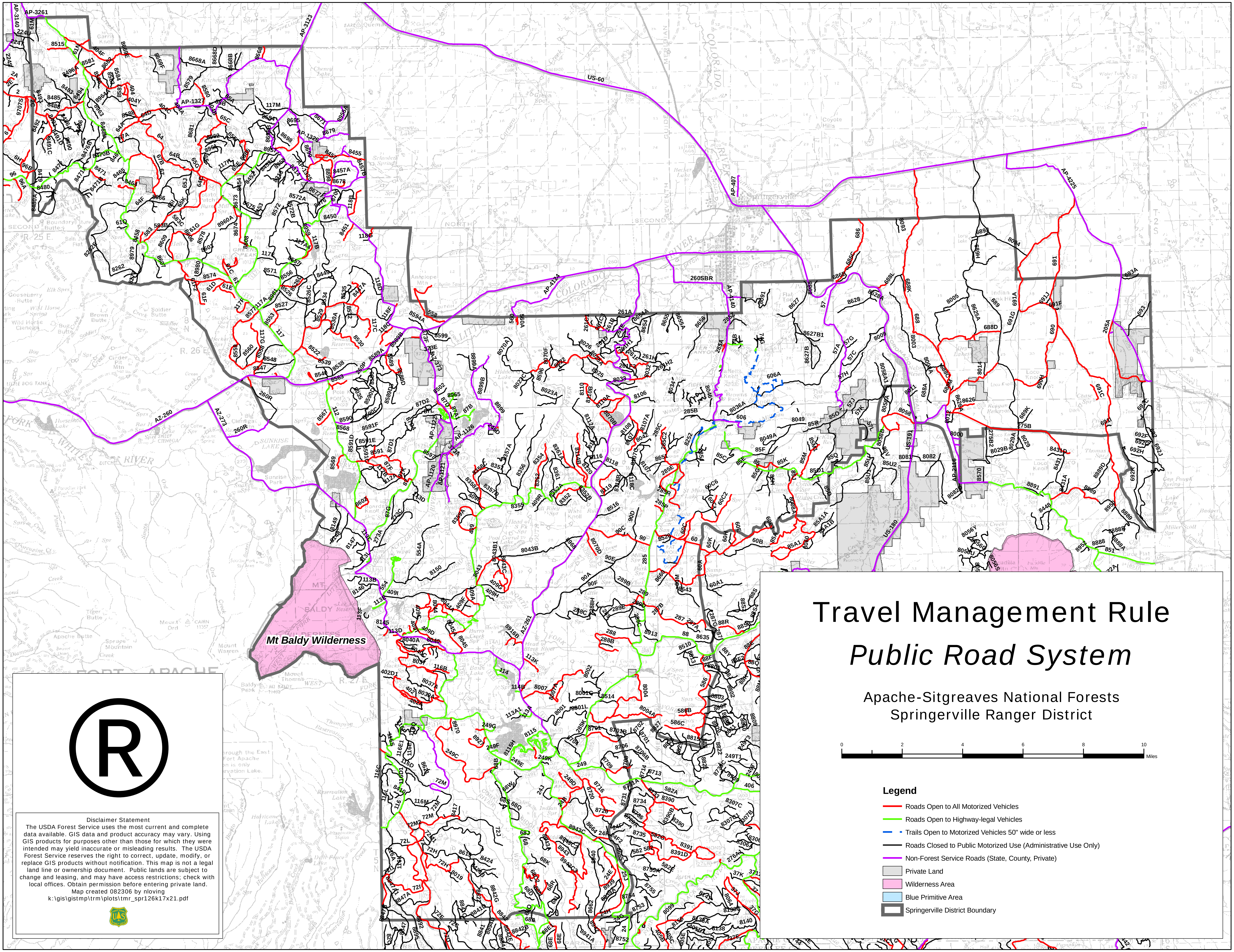

Travel Management Rule

Public Road System

Apache-Sitgreaves National Forests
Springerville Ranger District

0 2 4 6 8 10 Miles

Legend

- Roads Open to All Motorized Vehicles
- Roads Open to Highway-legal Vehicles
- Trails Open to Motorized Vehicles 50" wide or less
- Roads Closed to Public Motorized Use (Administrative Use Only)
- Non-Forest Service Roads (State, County, Private)
- Private Land
- Wilderness Area
- Blue Primitive Area
- Springerville District Boundary

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Travel Management Rule

Public Road System

Apache-Sitgreaves National Forests
Springerville Ranger District

0 2 4 6 8 10 Miles

Legend

- Roads Open to All Motorized Vehicles
- Roads Open to Highway-legal Vehicles
- Trails Open to Motorized Vehicles 50" wide or less
- Non-Forest Service Roads (State, County, Private)
- Private Land
- Wilderness Area
- Blue Primitive Area
- Springerville District Boundary

Mt Baldy Wilderness

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Travel Management Rule

Public Road System

Apache-Sitgreaves National Forests
Lakeside Ranger District

0 2 4 6 8 10 Miles

Legend

- Roads Open to All Motorized Vehicles
- Roads Open to Highway-legal Vehicles
- Trails Open to Motorized Vehicles 50" wide or less
- Roads Closed to Public Motorized Use (Administrative Use Only)
- Non-Forest Service Roads (State, County, Private)
- Private Land
- Lakeside District Boundary

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Travel Management Rule

Public Road System

Apache-Sitgreaves National Forests
Lakeside Ranger District

0 2 4 6 8 10 Miles

Legend

- Roads Open to All Motorized Vehicles
- Roads Open to Highway-legal Vehicles
- Trails Open to Motorized Vehicles 50" wide or less
- Non-Forest Service Roads (State, County, Private)
- Private Land
- Lakeside District Boundary

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Step 3- Identifying Issues

The purpose of this step is to:

- Identify the key questions and issues affecting road-related management.
    a. The known and probable transportation safety related issues including mixed use as defined by the State.
    b. The primary public concerns related to motorized travel management;
    c. The primary management concerns related to motorized travel management;
    d. The primary legal constraints on motorized travel management; and
    e. The budget amount to operate and maintain the roads; and
    f. The amount of resources and skills available to conduct the analysis.
- Describe the origin of the issues.
- Determine the required data and tools available to complete the analysis.

The products of this step are:

- A summary of key transportation-related issues based on public collaboration.
- An economic assessment of the NFS road system.

The 2005 travel management rule (TMR) was developed in response to the Forest Service Chief's identification of unmanaged recreation, including impacts from off-highway vehicles, as one of four key threats to the health of the national forests and grasslands. Because of the current allowed motorized uses on the Apache-Sitgreaves National Forests (ASNFs), conformance with the new regulations will require a major change in current management.

The initial discussions amongst the TMR ID team developed the following goals related to motorized travel management on the ASNFs:

- Provide for better management of motor vehicles.
- Reduce the damage caused by cross-country motor vehicle use.
- Provide nationwide consistency with unique local opportunities: each national forest must:
    - Designate roads, trails, and areas for public motor vehicle use.
    - Publish a free public motor vehicle use map, to be revised annually.
    - Focus on sustainable management.
    - Provide for resource protection.
    - Provide for a balance of social and environmental needs.

Since dispersed camping is a significant recreation opportunity throughout the Apache-Sitgreaves National Forests, it needs to be considered when planning a motorized travel system. Many people camp in trailers, RV's, and truck campers, and roads link these campers to their desired campsites. To ensure access to these campsites, dispersed camping areas and associated roads need to be identified and designated when appropriate.

The Forest Service must strike an appropriate balance in managing all types of recreational activities. The Rule also requires the agency to preserve areas of opportunity for non-motorized travel and experience. When the travel planning process is complete and motorized use is

confined to designated areas, roads, and trails, areas of non-motorized use will be better defined. The American public will then be able to choose their preferred recreation experience on these National Forests.

Motorized mixed use is also a concern on the ASNFs roads. Motorized mixed use involves the designation of a NFS road for use by both highway-legal and non-highway legal vehicles. Many roads are already managed and used in this manner, and only diversions from the status quo that result in allowing motorized mixed use where it did not previously exist will require an engineering analysis. Situations preempting state law—such as designating a maintenance level 3 road for mixed use, will also require an engineering analysis. The Arizona state laws are discussed in Step 2 of this report. Although law enforcement agencies generally enforce vertically signed roads as legal to all motor vehicles and horizontally signed roads as open only to highway legal vehicles, there is still some confusion regarding this topic. The motor vehicle use map should clearly define the allowed uses, including by vehicle type, on forest routes.

Public Collaboration Process

Two rounds of public collaboration meetings were held on the ASNFs to address the new TMR and to discuss motorized travel management on the unit. Based on the thousands of comments received to date (5864 as of September 23, 2007), as well as the number of documented participants (3461 as of September 23, 2007), the current management of motor vehicles on the ASNFs is a topic with strong public interest. The management of motor vehicle use on the ASNFs also involves a wide-range of public opinion and controversy. As demonstrated on the public comment maps at the end of the section, almost every low standard road on the forest has received contradicting comments from the public.

The following is a summary of general comments received to date.

Participants

- 3461 people are on the project mailing list
- Hundreds of local citizens are actively involved
- Individuals nationwide are interested and following the local process
- Local government entities (counties, municipalities, tribes & adjacent national forests) are involved
- Organizations & agencies that provided <u>site-specific</u> comments include:
    - Arizona Game and Fish Department
    - White Mountain Open Trails Association
    - Arizona Wilderness Coalition
    - Citizens for Multiple Land Use and Access
    - Center for Biological Diversity
    - Apache County ATV Roughriders
    - Grand Canyon Wildlands Council
    - TRACKS

These comments were placed into subject categories and summarized by members of the Apache-Sitgreaves travel management team. The following bullets contain a general summary of the comments received to date, organized by topic.

Summary of Public Comments and Preliminary Issues

Motorized Use

- Allow highway legal vehicles only on the forest.
- Keep all existing roads open.
- Limit motorized use to open roads only.
- Limit ATVs to signed "open ATV" roads only.
- Keep it as it is.
- Don't close anymore roads.
- Impacts of motorized use are increasing.

Environmental Concerns

- Pollution (water, air, etc).
- Noise Pollution.
- Wildlife impacts – habitat fragmentation.
- Erosion
- Riparian areas and wildlife tank need protection from motorized use.
- Threatened and Endangered Species impacts.
- Plant life.
- Seasonal closures to protect resources with gates (muddy, wildlife, etc.) while reopening as soon as closure are over and conditions permit.

Enforcement

- Lack of enforcement now for current regulations (esp. resource damage, speeding, and littering).
- Signage important.
- Need more law enforcement officers to enforce new rule.
- Possible permit system.

Education

- Need more with local communities and visitors on regulations, safety, and leave no trace principals.

Multiple Use & Access

- All citizens need to be able to get into forest (hikers, bikers, horseback riders, ATVs, elderly, etc.).
- Access for emergency situations (especially fires – gates with lock?).
- Areas specific to each group (hiking only, ATV only, etc).
- More Jeep trails and more ATV trails.

Dispersed Camping

- Keep as it is now.
- No excessive cross country travel to get to sites.
- Need more dispersed camping areas.
- Areas need to be signed.

Hunting, Game Retrieval & Wood Gathering

- Keep cross country travel open for game retrieval and wood gathering.
- Do not allow cross country travel for game retrieval and wood gathering.
- Require special permits.
- Motor vehicles (ATVs) are ruining the quality of hunting in the White Mts.

Economics

- Tourism is very important to local economy.
- Must consider impact to out of town visitors.
- Don't want to lose visitors.
- Recreation does not have an impact to the local economy.

Grazing Issues

- Access for permittees (cross country travel required for watering, fence maintenance, etc).
- Permittees need written permission to go outside of road system to do required work.

Residential Areas

- Noise pollution and trash a nuisance to residents living near forest boundaries.
- Possibly restrict ATV use around these areas.
- Locals have rights, out-of-towners only have opinions.

Assessing the Economic Sustainability for the National Forest Road System

Based on September 14 2007 inventory, FY 2005 Deferred Maintenance Needs, and FY 2007 funding

Forest	Forest FY 07 CMRD Budget (less CIP & Earmarks)	Region Avg FY '06 CMRD Budget	Forest DEFERRED Mtc Needs FY 2005	Forest ANNUAL Mtc Needs FY 2005
Apache-Sitgreaves	$ 1,492,130	$ 902,000	$ 50,095,825	$ 4,516,078

Miles	# of Miles	Forest Annual Mtc Needs (per mile)	Forest Deferred Mtc Needs (per mile)	Forest Total Annual & Deferred Mtc Impact to Forest Budget	Reg Avg Annual Mtc Needs (per mile)	Forest Annual Mtc Needs using Reg Avg Unit Costs
Mtc Level 5	42	$ 10,587	$ 40,842	$ 2,160,004	$ 11,273	$ 473,466
Mtc Level 4	84	$ 4,501	$ 55,972	$ 5,079,753	$ 9,851	$ 827,484
Mtc Level 3	600	$ 4,911	$ 71,427	$ 45,802,722	$ 6,751	$ 4,050,600
Mtc Level 2	2041	$ 223	$ 171	$ 804,583	$ 420	$ 857,220
Mtc Level 1	3388	$ 86	$ 140	$ 764,841	$ 107	$ 362,516
Total:	**6,155**			**$ 54,611,902**		**$ 6,571,286**

Is this economically sustainable? NO, the forest can only afford 33% of its road system based on this assessment.

The previous economic assessment is based solely on system road maintenance data. Although the initial remedy may be to close and decommission roads to provide a sustainable system, the table does not address the expense of closing and decommissioning. These costs would need to include both the planning cost of conducting the appropriate environmental analysis, and well as the physical implementation cost of achieving the desired objective. The immediate goal for motorized travel management on the ASNFs should involve eliminating cross-country motorized use. This complies with the Travel Management Rule. Once this major change has occurred, the true impacts of concentrating use on system routes can better be assessed. Travel management is not a "cure all" for all problems related to transportation management.

The following maps contain public comments captured spatially. As demonstrated on the maps, almost every low standard system road on the forest has received contradicting comments from the public.

Public Comments

New and Open Routes

Apache-Sitgreaves National Forests
Alpine Ranger District

Travel Management Rule

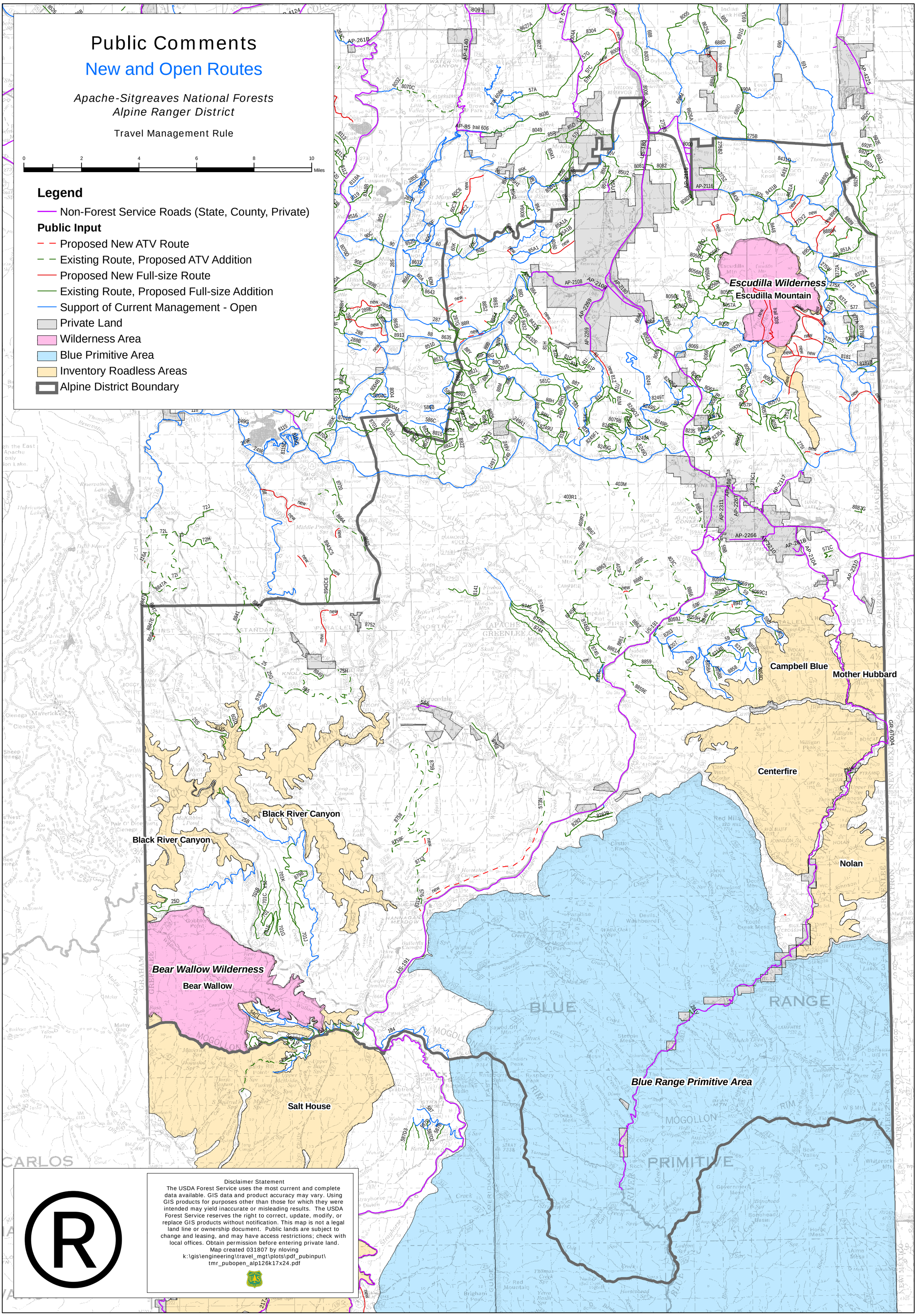
0 2 4 6 8 10 Miles

Legend

- Non-Forest Service Roads (State, County, Private)

Public Input

- Proposed New ATV Route
- Existing Route, Proposed ATV Addition
- Proposed New Full-size Route
- Existing Route, Proposed Full-size Addition
- Support of Current Management - Open
- Private Land
- Wilderness Area
- Blue Primitive Area
- Inventory Roadless Areas
- Alpine District Boundary



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Public Comments

Dispersed Camping Areas

Apache-Sitgreaves National Forests
Alpine Ranger District

Travel Management Rule

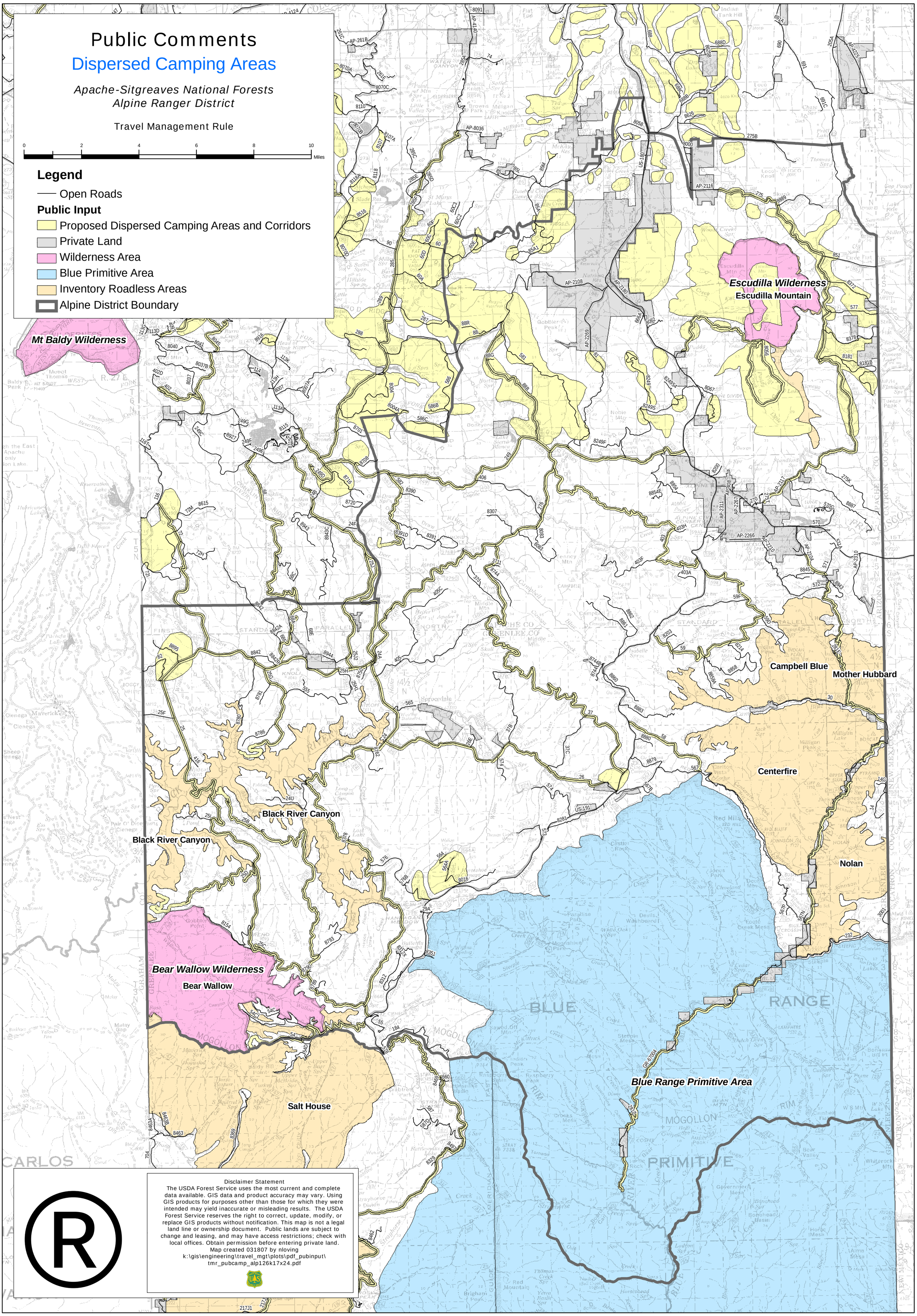
0 2 4 6 8 10 Miles

Legend

Open Roads

Public Input

- Proposed Dispersed Camping Areas and Corridors
- Private Land
- Wilderness Area
- Blue Primitive Area
- Inventory Roadless Areas
- Alpine District Boundary



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Public Comments

Closed Routes

Apache-Sitgreaves National Forests
Alpine Ranger District

Travel Management Rule

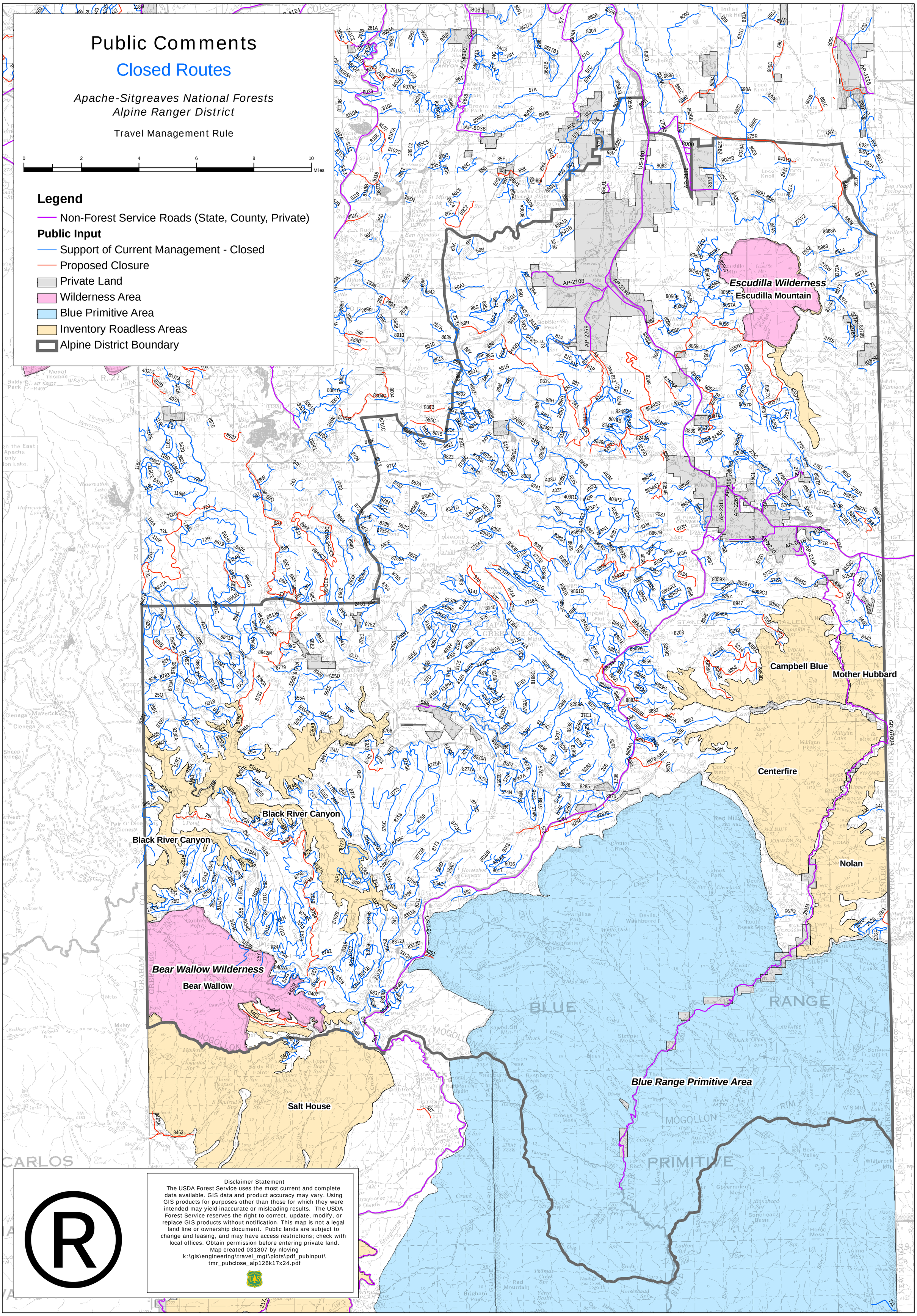
0 2 4 6 8 10 Miles

Legend

- Non-Forest Service Roads (State, County, Private)

Public Input

- Support of Current Management - Closed
- Proposed Closure
- Private Land
- Wilderness Area
- Blue Primitive Area
- Inventory Roadless Areas
- Alpine District Boundary



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Public Comments

New and Open Routes

Apache-Sitgreaves National Forests
Black Mesa Ranger District

Travel Management Rule

0 2 4 6 8 10 Miles

Legend

- Non-Forest Service Roads (State, County, Private)

Public Input

- Proposed New ATV Route
- Existing Route, Proposed ATV Addition
- Proposed New Full-size Route
- Existing Route, Proposed Full-size Addition
- Support of Current Management - Open
- Private Land
- Roadless Areas
- Black Mesa District Boundary

Leonard Canyon

Leonard Canyon

Chevelon Canyon

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Public Comments

Closed Routes

Apache-Sitgreaves National Forests
Black Mesa Ranger District

Travel Management Rule

0 2 4 6 8 10 Miles

Legend

Public Input

- Support of Current Management - Closed
- Proposed Closure
- Private Land
- Roadless Areas
- Black Mesa District Boundary

Leonard Canyon

Leonard Canyon

Chevelon Canyon

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Public Comments

Dispersed Camping Areas

Apache-Sitgreaves National Forests
Black Mesa Ranger District

Travel Management Rule

0 2 4 6 8 10 Miles

Legend

Open Roads

Public Input

- Proposed Dispersed Camping Areas and Corridors
- Private Land
- Roadless Areas
- Black Mesa District Boundary

Leonard Canyon

Leonard Canyon

Chevelon Canyon

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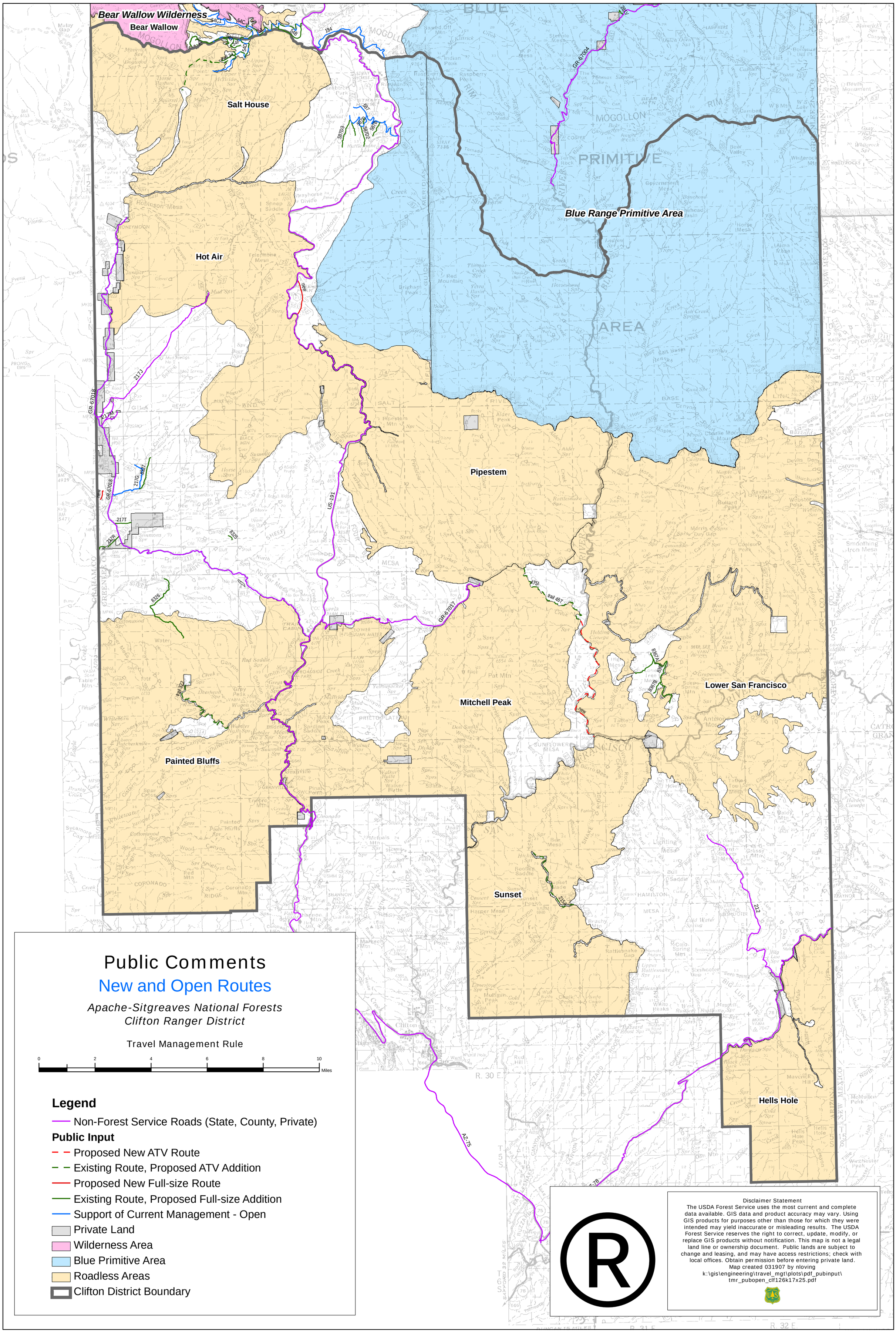
Bear Wallow Wilderness
Bear Wallow
Salt House
Hot Air
Blue Range Primitive Area
Pipestem
Mitchell Peak
Lower San Francisco
Painted Bluffs
Sunset
Hells Hole
Public Comments
New and Open Routes
Apache-Sitgreaves National Forests
Clifton Ranger District
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0 2 4 6 8 10 Miles
Legend
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Public Input
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Existing Route, Proposed Full-size Addition
Support of Current Management - Open
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Wilderness Area
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Roadless Areas
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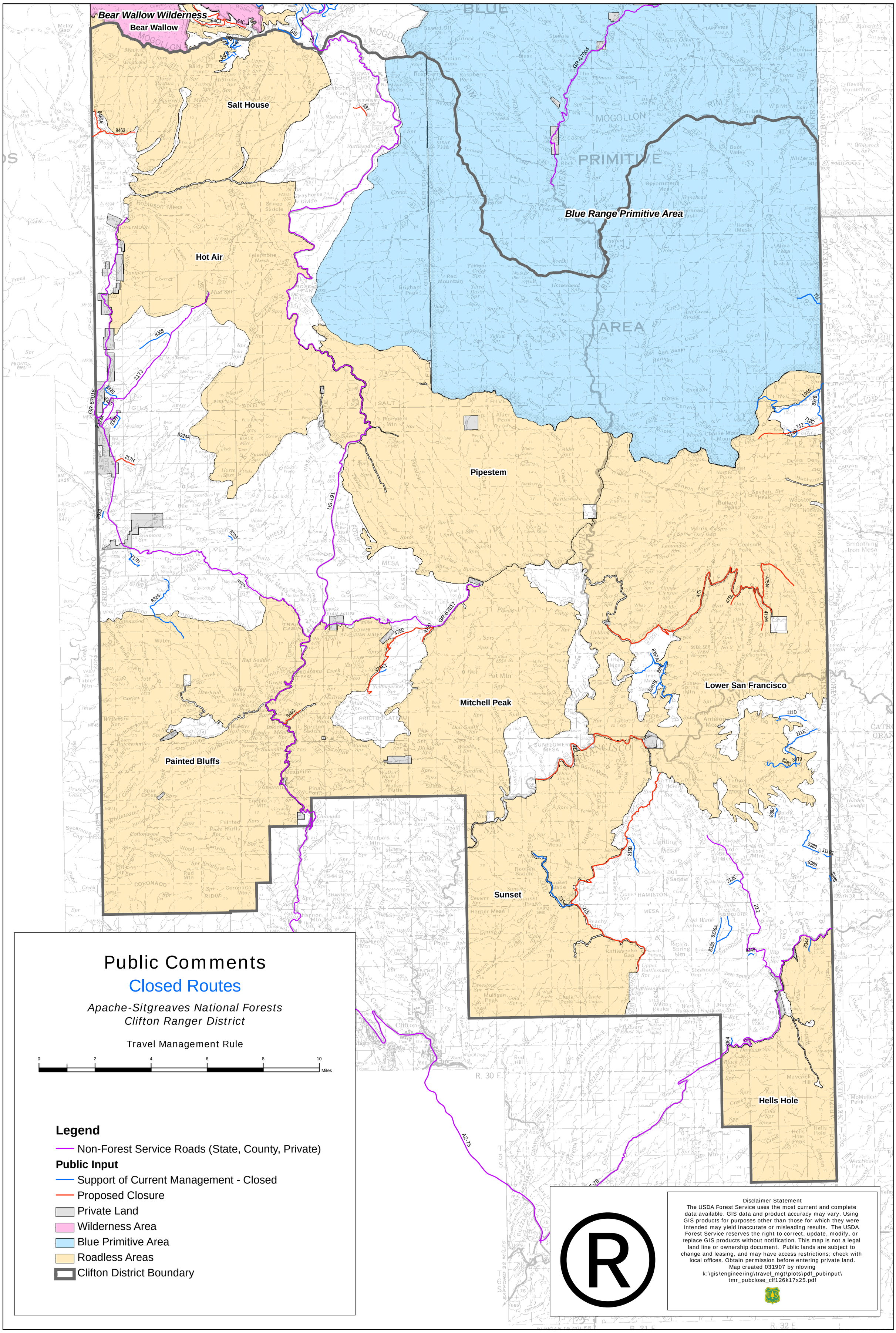
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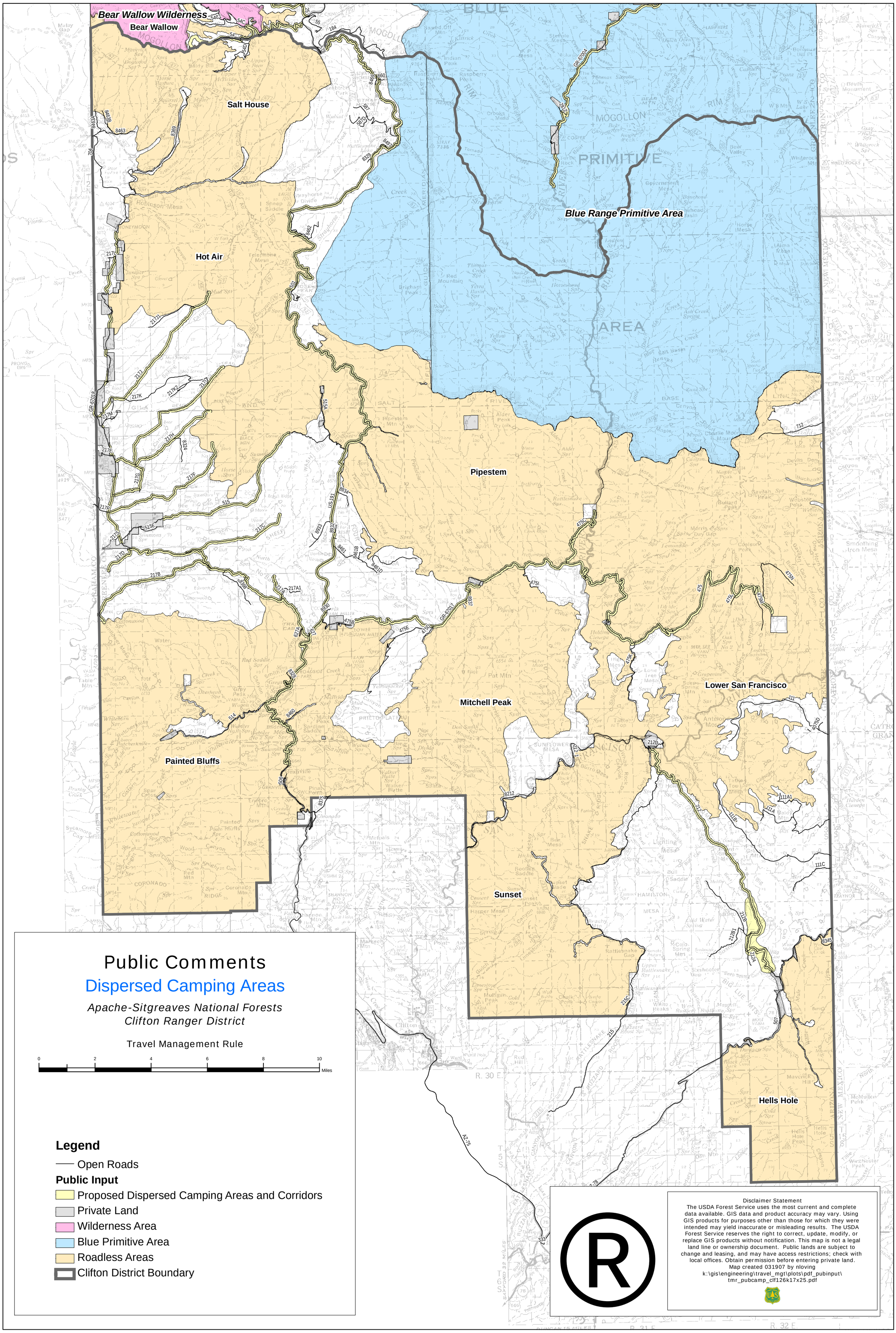
Bear Wallow Wilderness
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Sunset
Hells Hole
Public Comments
Dispersed Camping Areas
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0 2 4 6 8 10
Miles
Legend
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Proposed Dispersed Camping Areas and Corridors
Private Land
Wilderness Area
Blue Primitive Area
Roadless Areas
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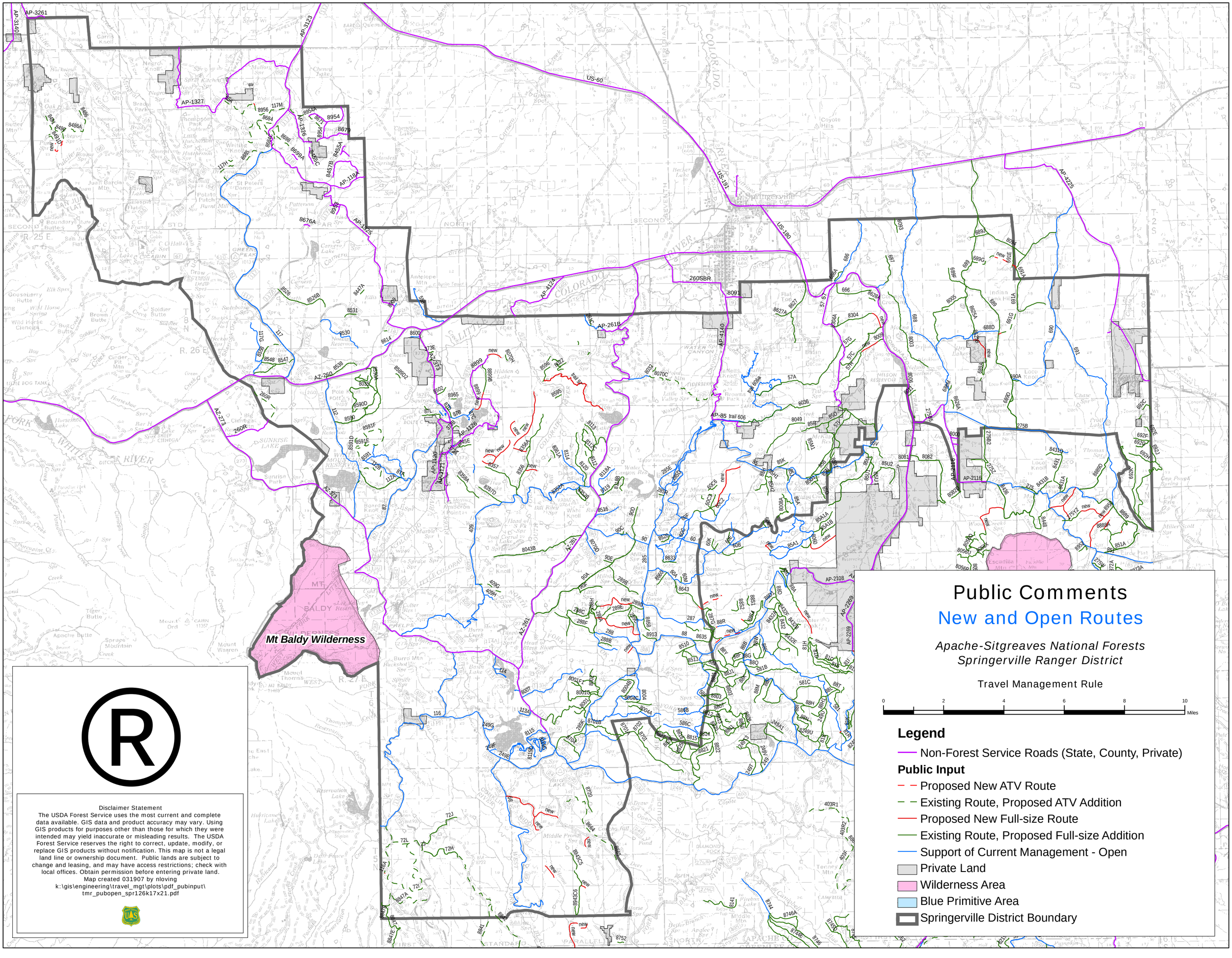
Public Comments
New and Open Routes
Apache-Sitgreaves National Forests
Springerville Ranger District
Travel Management Rule
0 2 4 6 8 10 Miles
Legend
Non-Forest Service Roads (State, County, Private)
Public Input
Proposed New ATV Route
Existing Route, Proposed ATV Addition
Proposed New Full-size Route
Existing Route, Proposed Full-size Addition
Support of Current Management - Open
Private Land
Wilderness Area
Blue Primitive Area
Springerville District Boundary
Mt Baldy Wilderness
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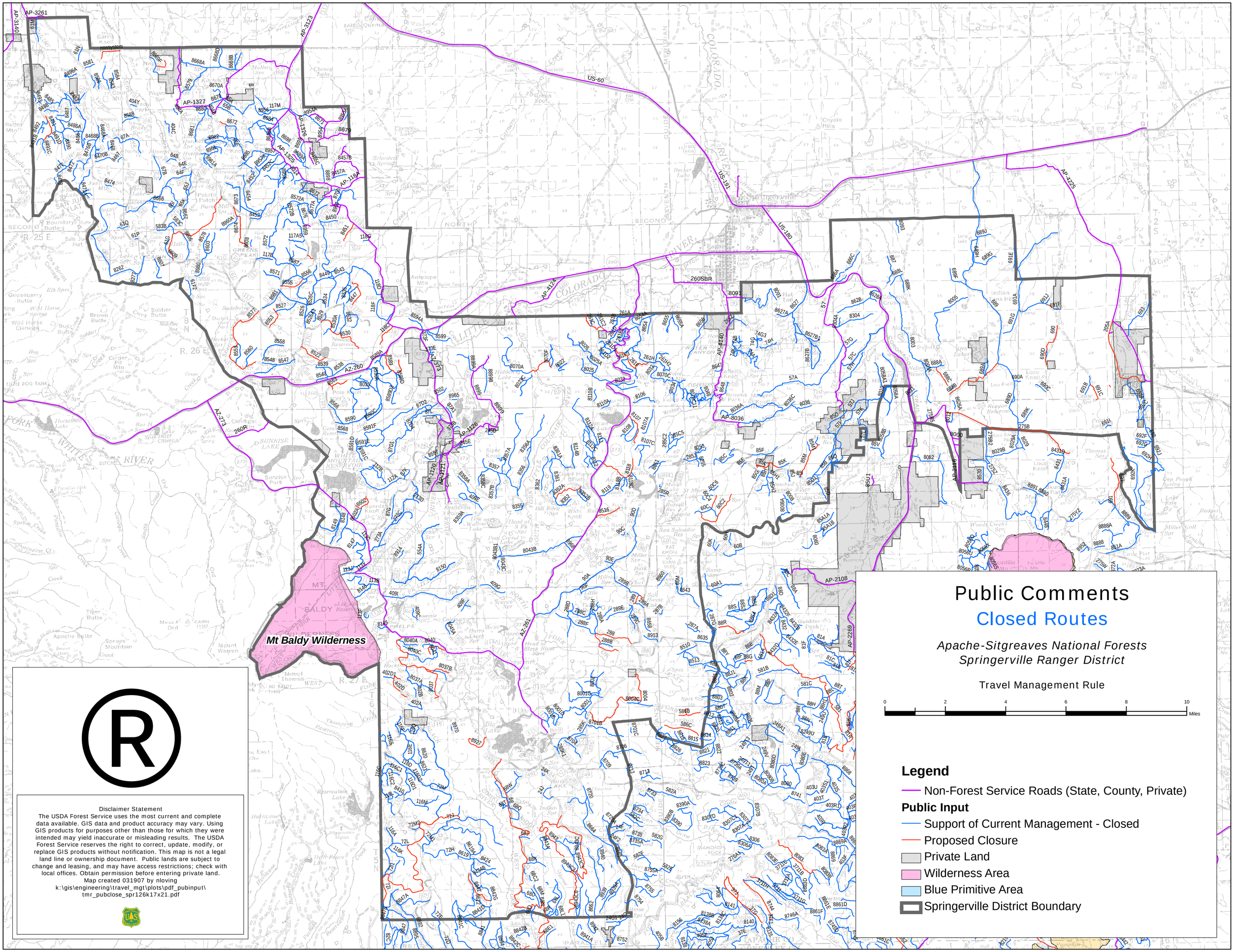
Public Comments
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Public Comments

Dispersed Camping Areas

Apache-Sitgreaves National Forests
Springerville Ranger District

Travel Management Rule

0 2 4 6 8 10 Miles

Legend

Open Roads

Public Input

- Proposed Dispersed Camping Areas and Corridors
- Private Land
- Wilderness Area
- Blue Primitive Area
- Springerville District Boundary

Mt Baldy Wilderness

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Public Comments

New and Open Routes

Apache-Sitgreaves National Forests
Lakeside Ranger District

Travel Management Rule

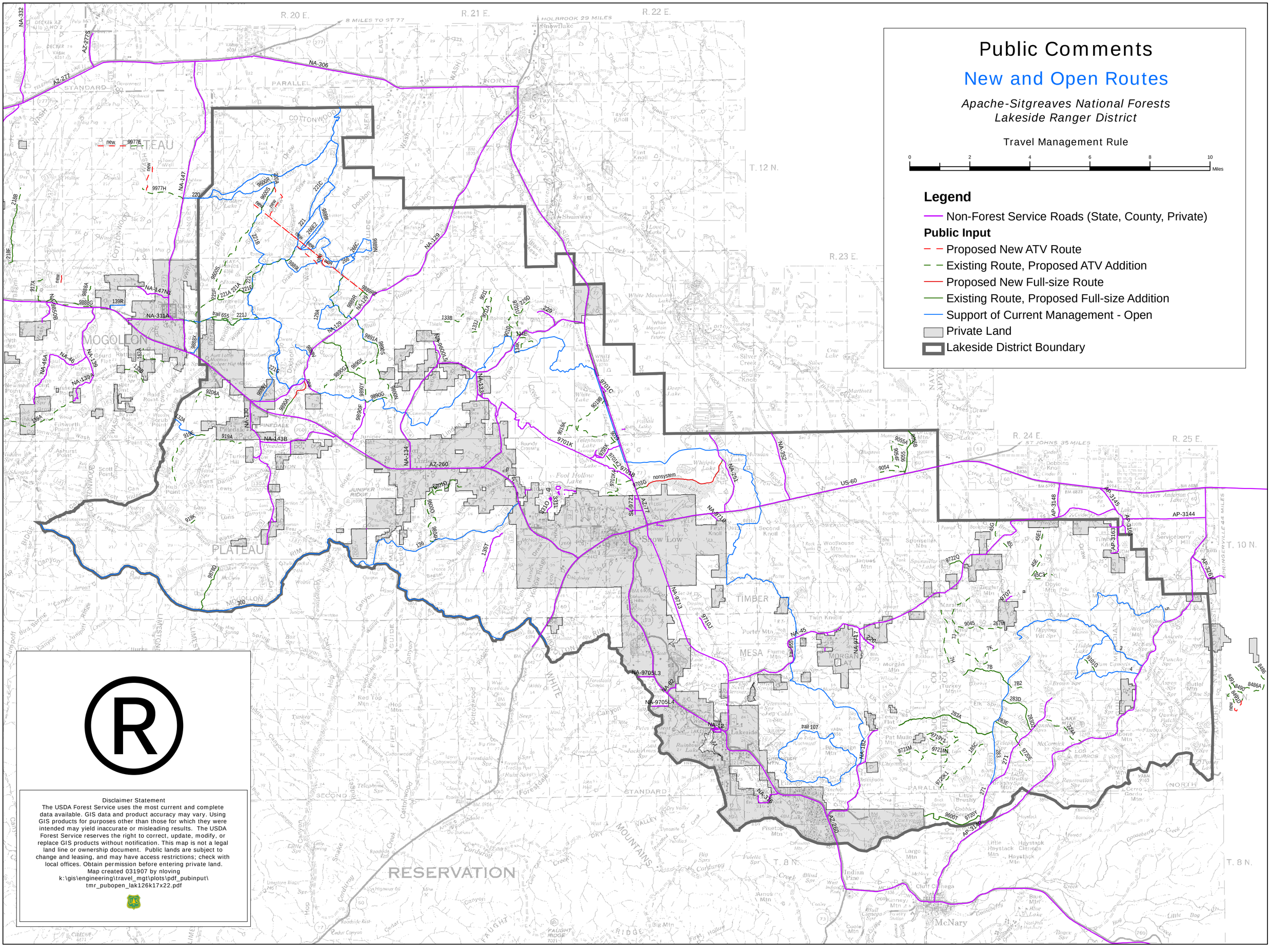
0 2 4 6 8 10 Miles

Legend

- Non-Forest Service Roads (State, County, Private)

Public Input

- Proposed New ATV Route
- Existing Route, Proposed ATV Addition
- Proposed New Full-size Route
- Existing Route, Proposed Full-size Addition
- Support of Current Management - Open
- Private Land
- Lakeside District Boundary



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Public Comments

Closed Routes

Apache-Sitgreaves National Forests
Lakeside Ranger District

Travel Management Rule

0 2 4 6 8 10 Miles

Legend

Non-Forest Service Roads (State, County, Private)

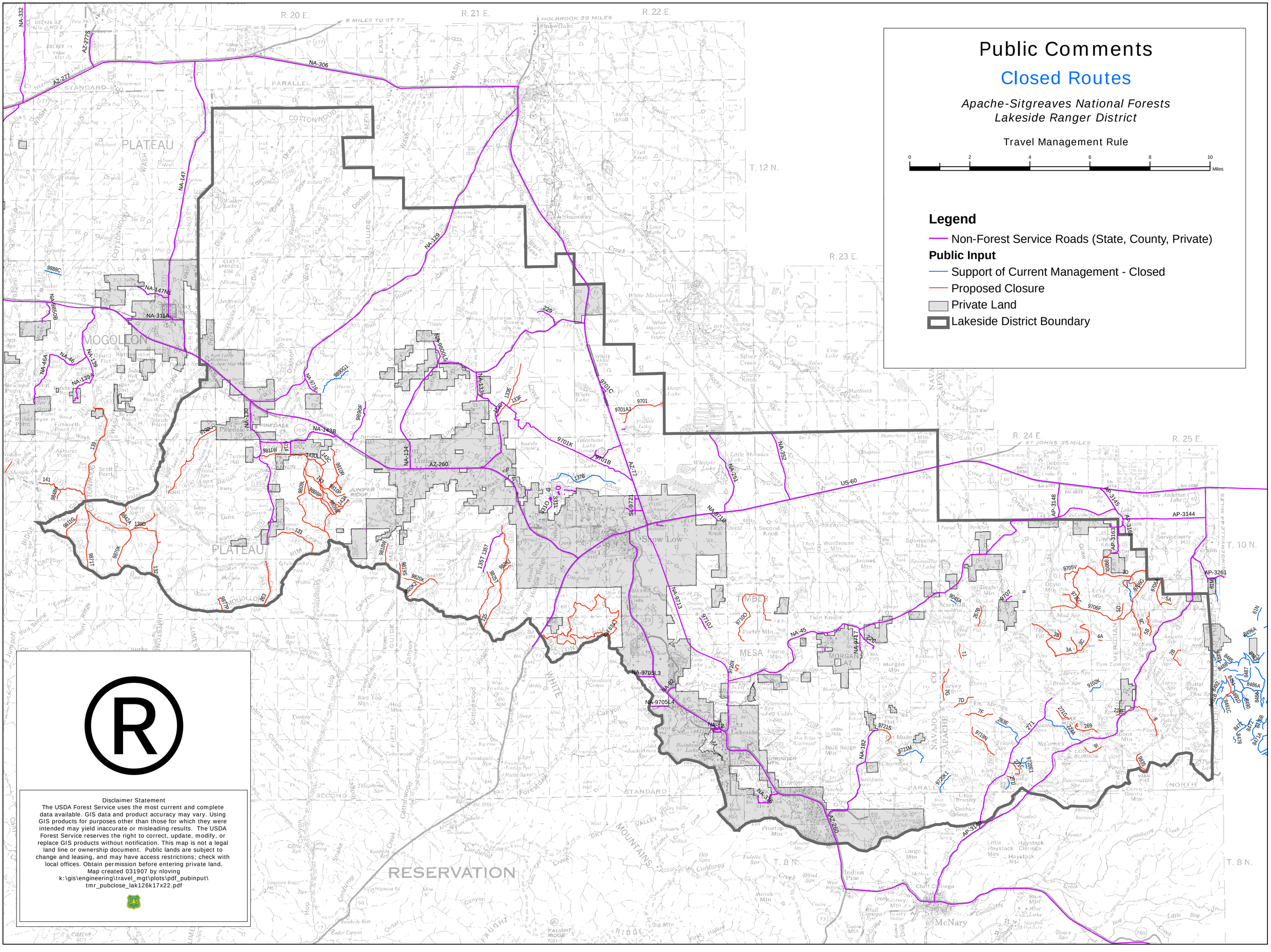
Public Input

Support of Current Management - Closed

Proposed Closure

Private Land

Lakeside District Boundary



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Public Comments

Dispersed Camping Areas

Apache-Sitgreaves National Forests
Lakeside Ranger District

Travel Management Rule

0 2 4 6 8 10 Miles

Legend

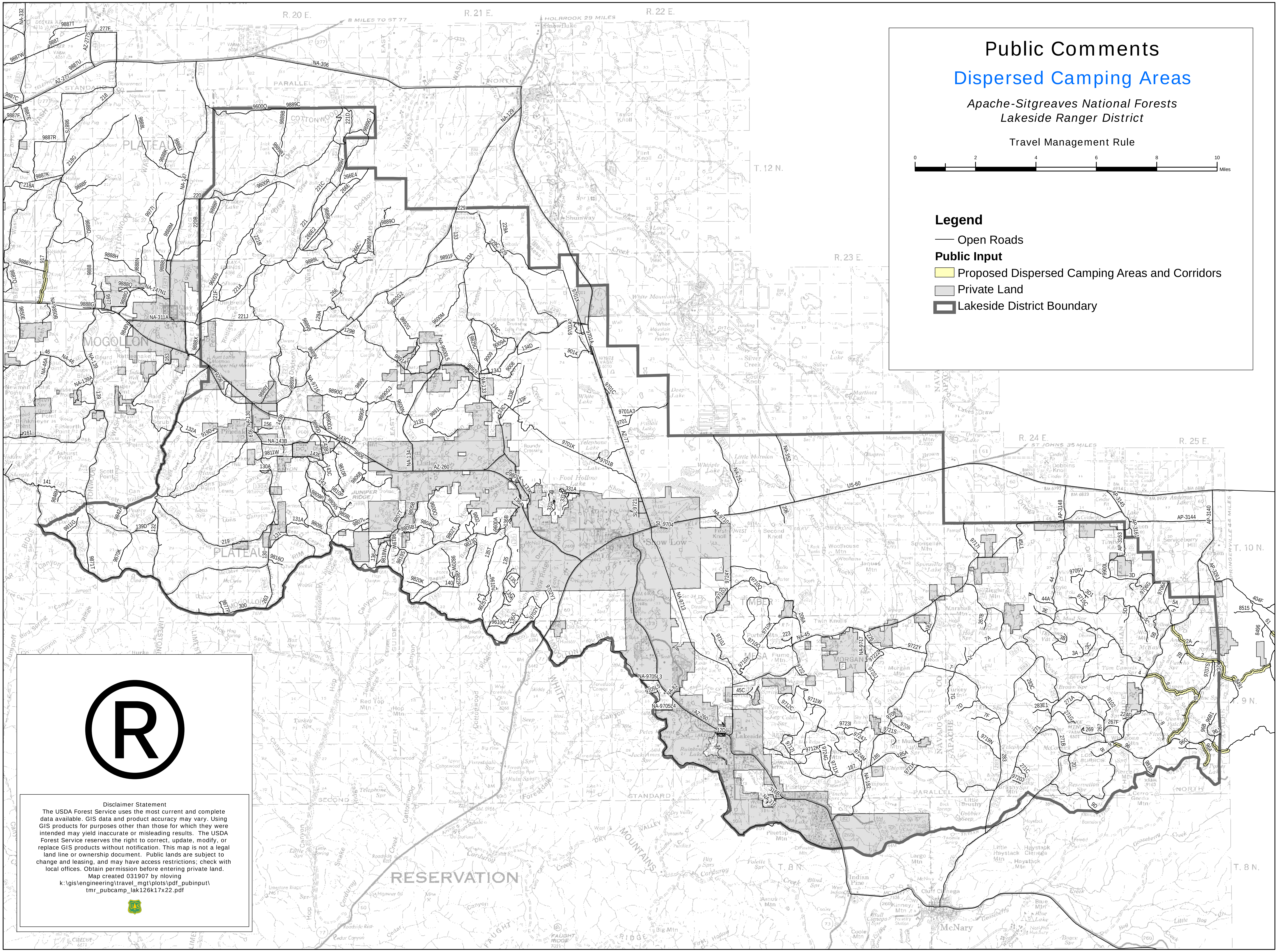
Open Roads

Public Input

Proposed Dispersed Camping Areas and Corridors

Private Land

Lakeside District Boundary



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

The purpose of this step is to:

- Assess the current transportation system and whether the goals, objectives, guidelines, suitability criteria, and established desired future conditions described in the Forest Plan can be met.

The products of this step are:

- A description of the analysis process that may lead to suggested changes.
- Summary of evaluation criteria developed by resource specialists.

The process on the Apache-Sitgreaves National Forests (ASNFs) was handled as follows:

1.) evaluation criteria developed by ID Team.
2.) ID Team meets with ranger districts individually to share criteria and request a district interdisciplinary assessment of the transportation system on that subunit, utilizing the criteria provided. Districts then asked to provide site-specific proposals.
3.) ID Team reviews proposal against criteria to be used for prioritization of mitigation for the individual changes.

The evaluation criteria and discussion developed by the ID Team is contained on the following pages.

National Historic Preservation Act (NHPA) Compliance and Heritage Resources

The following categories of proposals will be considered "undertakings" with the potential to affect historic properties triggering evaluation under Section 106 of the NHPA, 36 CFR 800, the Forest Service Region 3 Programmatic Agreement with the State Historic Preservation Officers of four states, and the President's Advisory Council on Historic Preservation:

- Construction of a new road or trail;
- Authorization of motor vehicle use on a route currently closed to vehicles and;
- Formal recognition of a user-developed (unauthorized) route as a designated route open to motor vehicles.

Key Resource Questions for Roads (from a Heritage Resources viewpoint):

1. Are proposed roads within the Area of Potential Effect to Historic Properties (according to the NHPA)? The term "Historic Properties" refers to both historic and prehistoric archaeological sites.

2. Are proposed roads within the Area of Potential Effect to Traditional Cultural Places (TCP) or areas deemed sacred or of cultural value to the ten federally recognized tribes affiliated with the Apache-Sitgreaves National Forests?

3. Are proposed new roads or trails in areas that have previously been 100% surveyed for archaeological sites?

4. Are proposed designated roads user-created?

Discussion: The Travel Management Analysis will consider reducing the number and mileage of existing open roads to limit motorized access. Given the estimate that more than half of the archaeological sites in National Forests in the southwest have been or are actively being looted, any closure of roads can be considered as limiting the access for illegal looting.

The actual Area of Potential Effect must be determined by the Forest Archaeologist with the concurrence of the Arizona State Historic Preservation Officer. The President's Advisory Council on Historic Preservation (ACHP) must also be consulted.

Consultation with the ten affiliated tribes will be conducted on a government to government basis between the Forest Supervisor and the elected officials of the tribes. The Forest Tribal Liaison will conduct preliminary coordination between the Forest and the tribal Cultural Resources personnel.

Any new road or the official designation of a user-created route/road/trail will require costly archaeological survey not currently included in the Forest budget and Section 106 compliance.
Suggested Process for Analysis:

Heritage Resources (HR) Risk Rating Scale:

1 = Not recommended due to threat to Heritage Resource - HR management value high (presents an eminent danger of resource loss)
3 = Potential threat present and protection measures can be taken - HR management value neutral (usable for management access, but other options available)
5 = No threat to Heritage Resources is present - HR management value low (resource loss is unlikely).
Note: The highest score is the preferred answer to a question.

Suggested Steps:

1. Overlay location/sites of archaeological sites on the roads layer in GIS.

2. Examine the roads proposed for vehicle use against the questions below and render a (HR) value rating according to the above scale.

3. Consult with the ten affiliated tribes.

Questions:

A. Is this road segment within the Area of Potential Effect of an archaeological site, sacred site, or TCP that is eligible to the National Register of Historic Places? (One mile or less from the perimeter of an eligible archaeological site?

Yes = 1
No, but it is judged better than the alternative access = 3
No = 5

B. Can a different road or trail be used for access to other resources?

Yes = 1
No, but it is judged better than the alternative access = 3
No = 5

C. Is the road or trail currently being used by motorized vehicles although it is within the Area of Potential Effect of an archaeological site, sacred site, or TCP?

Yes = 1
No, but it is judged better than the alternative access = 3
No = 5

D. Is a proposed new road or trail in an area that has not been previously 100% surveyed?

Yes = 1
No, but it is judged better than the alternative access = 3
No = 5

E. Is the proposed road or trail in an area of identified heavy archaeological site looting?

Yes = 1
No, but it is judged better than the alternative access = 3
No = 5

F. Will the proposed road or trail require NHPA, Section 106 compliance?

Yes = 1
No, but it is judged better than the alternative access = 3
No = 5

G. Is the road or trail considered historic according to the NHPA, Section 106 definition of terms based on the Criteria for Eligibility to the List of Historic Places?

Yes = 1
No, but it is judged better than the alternative access = 3
No = 5

Social Issues

SI (4): How does the road system and road management contribute to or affect people's sense of place?

Most people in the southwest are aware that Native Americans have lived for at least 11,000 years in the areas which are now designated as National Forests. Evidence of their occupation of this land is scattered across the forests in the form of pot shards, flakes of beautiful rocks, pictographs, petroglyphs, standing stacked rock walls, and other examples of a life that is long past.

Many living Native Americans consider the places where their ancestors lived and died to be sacred. More and more the general public considers these sites to be important since they represent the prehistory and history of this nation. Early European settlement is represented by long-abandoned cabins and remnants of fence lines or corrals. Cultural Tourism is gaining in importance and has a potential economic impact as well as an increased sense of pride in this place.

SI (5): What are the current conflicts between users, uses, and values (if any) associated with the road system and road management? Are these conflicts likely to change in the future with changes in local population, community growth, recreational use, resource developments, etc?

The most likely conflict will be in terms of the cumulative effects to archaeological, TCP, or sacred sites if OHV camping is limited to a designated area which has not been previously surveyed.

Questions:

A. Will the road or trail be interpreted to enhance the knowledge and appreciation of the importance of the southwest's history and prehistory ?

Yes = 5
No, but it is judged better than the alternative access = 3
No = 1

B. Is the camping area within the Area of Potential Effect of a known archaeological site, sacred site, or TCP that is eligible to the National Register of Historic Places? (One mile or less from the perimeter of an eligible archaeological site).

Yes = 1
No, but it is judged better than the alternative access = 3
No = 5

C. Can the archaeological site, sacred site, or TCP be adequately monitored for damage given the current staffing level?

Yes = 5
No, but it is judged better than the alternative access = 3
No = 1

Heritage Resource Specialist Input
on the
Travel Management Analysis Resource Criteria

Peter Taylor
Apache Zone Archaeologist
February 16, 2007

For my input on the Travel Management Analysis, I would recommend that all roads not currently active and open to the public that are within the Area of Potential Effect (APE) of an identified heritage resource site remain in closed. I would define the APE of a heritage resource site, as it pertains to the Alpine, Clifton, and Springerville Ranger Districts of the Apache-Sitgreaves National Forests, to be a distance of 200 meters (below 7,000 ft. asl) or 100 meters (above 7,000 ft asl) from a road.

This guideline will limit adverse impacts to heritage resource sites by limiting access to those sites near roads. It will also help to protect those sites within a roadway from the detrimental effects of traffic on the road as well as the more destructive effects of road maintenance.

Existing Forest Service roads that pass through heritage resource sites are not the subject of our immediate concern in the travel management analysis process. It has already been determined that these roads will have little effect on archaeological sites. This is clearly stated in the First Amended Programmatic Agreement between the State Historic Preservation Officers of Arizona, New Mexico, Oklahoma, and Texas and USFS Region 3, under Appendix I (*Standard Consultation Protocol For Travel Management*), Exemptions:

A. The FS and the SHPOs agree that designation of existing system roads and trails, already open for motor vehicle use, will have little or no potential to affect historic properties. Such designations are exempt from further Section 106 review or consultation." System roads and trails are defined as those identified as "National Forest System Roads" and "National Forest System Trails" in the FS corporate database system, as defined in the Region 3 *Travel Management Rule Implementation Guidelines*, dated 06/12/2006. These roads and trails have Forest Service numbers, usually appear on current visitor and travel management maps, and are reported on in the FS Annual Roads Accomplishment Report and similar accomplishment reports.

While open and active roads that pass through heritage resource sites remain a concern, it is the closed roads and user created roads that pose the greatest risk to archaeological sites. These are also the roads we can do something about. We cannot save the heritage resources that are already compromised by active roads passing through them. We can, however, make an effort to save the sites that are impacted by user created and closed roads from being further damaged. These roads, if officially re-designated as open to public use, will expose the archaeological sites that are within the APE to unintentional damage from vehicles using the

roads and equipment maintaining the roads as well as intentional damage from vandalism and unauthorized artifact collection. In addition, if the currently closed roads are opened, the change of designation will require the Section 106 review process to take effect, which will involve a lengthy analysis and review process.

While I generally agree with the questions and criteria posed by Apache-Sitgreaves Forest Archaeologist Dr. Charlotte Hunter in her contribution to the Apache-Sitgreaves National Forests Supervisor's Office Interdisciplinary Team's key resource questions for Travel Management Analysis Resource Criteria document, I diverge from her position on the scope of the APE of an archaeological site.

On page 2, under the heading Questions, Item A, and again on page 4, Dr. Hunter suggests that the Area of Potential Effect of an archaeological site to a road should be one mile. I would take the position that the APE of an archaeological site should be significantly less than one mile. If we were to consider all roads that pass within one mile of a heritage resource site to be within the APE of the site, then most of the roads within the Forest Service road system would fall in that category.

As stated above, I propose that all currently closed roads remain closed if they pass within 200 meters (below 7,000 ft. asl) or 100 meters (above 7,000 ft asl) of an identified archaeological site.

Transportation Criteria for considering proposals & identifying needs for change

Values

1.) Does this route provide non-redundant access for administration of FS lands?

4- value
3- neutral
1- low

2.) Does this route serve as a collector for other public roads?

4- value
3- neutral
1- low

3.) Is this route involved in cooperative maintenance agreement with another organization or agency?

5- high value
3- neutral
1- low

4.) Are funds available and/or anticipated to maintain this road for the proposed level of use and operation?

4- high value
3- neutral
1- low

Fisheries questions for Travel Management analysis. Scale for all analysis is the 6th Hydrologic Unit Code Watershed.

1. What road mileage is located within 100m of a perennial or intermittent or an ephemeral stream/drainage?
   (This includes both open and closed roads)

   0-none
   1 -0-<0.25 miles
   3 -0.25-0.5 miles
   5 ->0.5 miles

2. Does the watershed contain aquatic species of concern?

   0 –contains no aquatic species of concern
   3 –contains recreational fisheries/sensitive/native species
   5 –contains threatened & endangered species or recovery habitat

Travel Management Fire and Fuels Key Resource Questions

Potential Value Questions –

1. Is the road system needed for fuels management?
Rating system:
5 = Yes, we need this road for fuels treatment access
3 = Maybe or neutral on the need of the road for fuels treatment access
1 = No, we do not need the road for fuels treatment access

2. Does the road system affect the capacity of the Forest Service and cooperators to suppress wildfires?
Rating System:
5 = The road system is needed for suppression activities
3 = The road may be needed for suppression activities
1 = The road is not needed for suppression activities

3. Does the road system contribute to airborne dust emissions resulting in reduced visibility and human health concerns?
5 = Significant contributions of dust emissions
3 = Moderate contributions of dust emissions
1 = Low contributions of dust emissions

Potential Risk Question

1. Does the road system affect risk to firefighters and public safety?
In other words, is the road needed to provide for the safety of firefighters and the public for access to private lands during fire suppression or needed for safety escape routes?
5 = The road is necessary to reduce the risk to firefighters and the public
3 = The road may be needed to reduce the risk to firefighters and the public
1 = The road is not needed to reduce the risk to firefighters and the public

Dan Mindar/R3/USDAFS
02/16/2007 03:00 PM To
Christopher S Bielecki/R3/USDAFS@FSNOTES
cc
Susan N Lee/R3/USDAFS@FSNOTES, Richard Davalos/R3/USDAFS@FSNOTES
bcc

Subject
Travel Management Criterion

Chris,
After our district meeting, I am submitting edits to the Travel Management Fire and Fuels Key Resource Questions.

Edit criterion #2
2. Does the road system affect the capacity of the Forest Service and cooperators to suppress wildfires?
5= The road system is needed for suppression activities
3= The road may be needed for suppression activities (add or to access water sources used in fire suppression)

Criterion #3 appears to belong elsewhere perhaps in engineering not fire and fuels
3. Does the road system contribute to airborne dust emissions resulting in reduced visibility and human health concerns?

Another criterion that we determined had no applicability to Alpine, but may to other districts.
Does the road system provide an increased human caused risk of wildland fire ignitions adjacent to private lands.
5= little or no risk
4= down wind of developed private land (north or east)
3= up wind of developed private land (south or west)
2= down wind of an at risk community (north or east)
1= up wind of an at risk community (south or west)

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Travel Management Planning and Mining Claim Access

The purpose of this paper is to identify the conflicts and issues between the 228A Surface Use regulations and the implementation of the Travel Management Rule (36 CFR Parts 212, 251, 261, and 295) also known as "Travel Management Planning". This paper will also provide the starting point for issuing national direction on how to resolve the conflicts.

Travel Management Rule

On November 2, 2005 the FS announced the final travel management regulations governing motor vehicle use on the national forests. Under the new rule vehicle travel will be restricted to designated roads and trail systems that are "socially, economically, and environmentally sustainable over time".

Application of the Travel Management Rule will change the fundamental management of motorized travel on the national forests. In simple terms, application of the MVUR will change the existing vehicle travel management from, roads are:

"open for motor vehicle use, unless specifically ordered and posted as closed",

to,

"closed for motor vehicle use, unless specifically designated and mapped as open."

The bottom line is that by adopting the MVUR forests will be closing thousands of miles of roads.

Issues - Effect on Locatable Minerals Management

Some of the roads currently used by mining claim operators are not going to be designated as open and will therefore be considered "closed". If access on a closed road is authorized in a current plan of operation, then the closed designation does not apply. The MVUR states that motor vehicle use that is specifically authorized under a written authorization issued under Federal law or regulations should be exempt from the rule.

However, how do we manage access on roads that are closed to the general public under the MVUR, but were previously used by an operator whose activities and access met the exemptions from a notice and plan of operations?

228.4(a)(1)(i)

"Operations which will be limited to the use of vehicles on existing public roads or roads used and maintained for National Forest System purposes;"

Issue – Reasonable Access

The operator (miner, claimant, contractor …) has a statutory right of reasonable access to their mining claim and public land open to mineral entry. If an operator wants to use a closed road

we should first determine if that access is reasonable. However, we need to be careful, particularly if the road was built by miners.

Issue – How do we "document" closed road use by an operator?

If the use of the road is currently covered by an approved plan then the MRUR only applies to the general public and not to the operator.

In a case where there is no significant surface disturbance and the operation was exempt from filing a NOI or a plan, what should we use to "document" the use of the closed road?

We could issue a simple fire-style waiver to only the claimant or the operator. This would prevent the claimant/operator from being cited by a zealous LEO.

Issue- Does a road closed under the MVUR still meet the 228.4(a)(1)(i) exemption?

Is a closed road still an "existing public road or road used and maintained for National Forest System purposes"? If not, does the use of the road no longer qualify as an exemption? How do we now authorize use of the road?

Issue – Does closed road use require at least a minimal plan of operations?

In this case, their use of the road is authorized by the plan of operations and the miner would be responsible for maintaining the road.

Issue – How do we minimize the increased work load on our mineral administrators?

Recommendations

1. Minerals people need to get involved with the travel management planning. I recommend a forest develop maps that show where mining claims are located and roads regularly used by miners.

2. If there is a cluster of active mining claims along or at the end of a road, get it designated as an open road. Don't go looking for trouble by closing roads regularly used by miners.

3. Include mining groups in travel mgt planning. Discuss the use of a simple waiver for use of closed roads. Emphasize they would have near exclusive use of the road.

4. Special Use permits? Don't even think about it.

5. Decide if motorized use of the closed road is reasonable.

A Related Issue -Roadless Area Access

According to what I was told by the WO Ecosystem Management staff expert for roadless area management, the 2001 rule only applied to road construction or reconstruction. If a proposed use is on an existing road, the rule does not apply.

The Roadless rule preamble states that:

"Access for the exploration of locatable minerals pursuant to the General Mining Law of 1872 is not prohibited by this rule. …. Determination of access requirements for exploration or development of locatable minerals is governed by the provisions of 36 CFR 228A."

Provided 6/20/2007 by:

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Minerals and Geology Mgt.
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TRAVEL MANAGEMENT RULE

Current Condition
Lands

Access for all authorized Federal and non-Federal land uses located on the Forests is addressed as part of the analysis and/or permitting process, and

Within the Apache-Sitgreaves National Forests there are numerous situations on the Ranger Districts where motorized access to non-Federal lands is either not authorized and/or over existing transportation system roads. Many unauthorized access routes as well as some of the authorized access roads may not be in the best locations resulting in some adverse impact to natural resource values.

Desired Future Condition
Lands

The Apache-Sitgreaves National Forests motorized transportation system provides:

Adequate access for all authorized Federal and non-Federal land uses located on the Forests while protecting adjacent natural resource values, and

All non-Federal lands within the proclaimed National Forests Boundaries with the minimum authorized access required by law while protecting adjacent natural resource values.

Current Condition
Minerals

Access for all approved locatable and leasable mineral operations on the Forests is addressed as part of the analysis, approval, or permitting process, and

Access for all approved common variety and salable mineral operations on the Forests is addressed as part of the analysis and permitting process.

Desired Future Condition
Minerals

The Apache-Sitgreaves National Forests motorized transportation system provides:

Adequate access for all approved locatable and leasable mineral operations on the Forests while protecting adjacent natural resource values, and

Adequate access for all approved common variety and salable mineral operations on the Forests while protecting adjacent natural resource values.

Key Resource Questions for Roads needed for Lands and Minerals:

1. Are sufficient system roads being retained (where they already exist) and identified (where needed) to facilitate current and future access to private lands and mineral deposits?

2. Are roads managed as open to motorized vehicles to allow reasonable access for eligible private landowners and those requiring access for mineral production?

Discussion: The Travel Management Analysis will consider reducing the number and mileage of existing open roads to limit motorized access. We must recognize the right to legal access to private lands that are eligible under ANILCA, instances where there is no other means of legal access across adjoining non-Federal land, or environmental consequences dictate access is best across NFS land. Some of the identified access roads could be reasonably managed as closed to public entry. The extraction of locatable minerals may be addressed in an approved Plan of Operations if roads are located within the mining claim. Outside of a valid mining claim access would either be over an existing road in the Forest Transportation System or permitted on a case-by-case basis.

Suggested Process for Analysis:

1. Overlay the private lands within the proclaimed A-S NF's on the roads layer in GIS.

2. Examine those roads proposed for closure against the questions below and render a VALUE rating according to this scale:
   - 5 = Access requirement high (access right guaranteed by ANILCA).
   - 3 = Access requirement neutral (access available through other legal means, or use of existing Forest Transportation System roads)
   - 1 = Access requirement low (access should be through other legal means not involving FS).

   Is this road segment the only access to this non-Federal land or locatable mining claim?
   - Yes, this is the best/logical access to the land = 5
   - No, other routes are available = 3
   - No, an alternate route is judged better = 1

3. Examine those roads proposed for closure against the questions below and render a RISK rating according to this scale:
   - 1 = Access requirement risk low (stable and/or low maintenance needs)
   - 3 = Access requirement risk neutral (moderate in stability/maintenance needs)
   - 5 = Access requirement risk high (unstable and/or high maintenance needs)

   Is the road segment in compliance with soil & water Best Management Practices?
   - Yes, this road segment is relatively stable with minimal maintenance needs = 1
   - No, some instability or reconstruction needed for continued use = 3
   - No, major maintenance/reconstruction needs = 5

Is the road segment relatively stable with minimal maintenance needs?

Yes, little if any disturbance necessary = 1

Yes, deficiencies could be corrected with reasonable disturbance/cost = 3

No, correcting deficiencies would require high disturbance/high cost = 5

This process would help identify those roads needed for permanent legal access to non-Federal lands. It does not address the question of whether they should remain in open or closed status to the public in general. That is not a big issue as the status can be changed concurrent with those needs of the respective land owner or public road agency that may eventually accept responsibility for the road. The Sitgreaves has a very limited number of locatable mining claims so the impacts would be minimal. There are also a very limited number of mill site claims on the Apache so the impacts would be minimal.

TMR Recreation criteria

1) Is this a primary access route?

1 No

3

5 Yes

2) Would the route provide opportunities in an area of high demand or provide a unique opportunity that is in limited supply in the local area?

1 Potentially serves a small number of users or similar opportunities provide in the immediate area.

3

5 Serves area of high demand and/or unique opportunity not provided in the surrounding area

3) What is the likelihood of creating a significant problem at another location if the route is not designated?

1 High likelihood of creating a problem by displacing existing users to another location

3

5 Little to no likelihood of creating a problem elsewhere by displacing users.

4) Does the existing route provide a loop opportunity and/or adequate mileage for a motorized trail?

1 No opportunity for loop route, less then 20 miles in length or would require extensive construction.

3 Some new construction required for loop opportunity, but only short connection between existing routes, length of 20 – 30 miles or possible loop with county jurisdiction road segment.

5 Existing loop (s) all forest service jurisdiction and length of 30 miles or more

5) What are the effects of noise and other disturbances caused by developing, using, and maintaining roads on the quantity, quality, and type of roaded or unroaded recreation opportunities?

1 Numerous effects and/or disturbances

3

5 Few effects and/or disturbances

6) Is access to this route adequate for rescue, administrative, and law enforcement personnel and vehicles?

1 No

3

5 Yes

7) What are the forest visitors' attachments to the area, how strong are their feelings and are alternative opportunities and locations available?

1 limited attachment to the area, limited alternative opps and locations

3

5 strong attachments to the area, unlimited alternative opps and locations

8) Can traffic/use conflicts be mitigated on this route or is there an absence of conflict?

1 there is conflict, can not be easily mitigated

3

5 there is an absence of conflict and/or conflict can be easily mitigated

Key Resource Questions for Roads (from a vegetation management/fuelwood viewpoint):

1. Are sufficient system roads being retained (where they already exist) to facilitate future silvicultural treatment on suitable lands?

2. Are sufficient roads managed as open to motorized vehicles to allow reasonable access for the fuelwood gathering public?

Discussion: The Travel Management Analysis will consider reducing the number and mileage of existing open roads to limit motorized access. In our zeal to reduce road density we need to recognize the long-term need for continued access to suitable lands for future vegetative management, including commercial or service contract treatment. While such access could reasonably be managed as closed for public entry between management entries, the interim extraction of fuelwood and miscellaneous forest products through our existing permit system must also be considered.

Suggested Process for Analysis:

1. Overlay location/sites of suitable lands on the roads layer in GIS. (Suitable lands are land class codes of 500 or 600 on slopes less than 40%, including woodland areas where mechanical vegetation treatment is considered appropriate for forage production, encroachment control, or fuelbreaks).

2. Examine the proposed route against the questions below and render a VALUE rating according to this scale:

5 = Veg management value high (needed for management access).
1 = Veg management value low (not necessary for management access).
3 = Veg management value neutral (usable for management access, but other options available)

Is this road segment 1,000 feet or less from the perimeter of a suitable stand?

Yes. Is this the only such access for this suitable stand?

Yes = 5
No, but it is judged better than the alternative access = 5
No, other routes are available = 3
No, alternate route is judged better = 1

No. Would this route be a logical link (with extension to the suitable stand) for the flow of future wood products to a level 3 or higher haul route?

Yes = 5
Yes, but there are other alternatives = 3
No = 1

3. Examine the proposed route against the questions below and render a RISK rating according to this scale:

5 = Veg management risk high (unstable and/or high maintenance needs)
1 = Veg management risk low (stable and/or low maintenance needs)
3 = Veg management risk neutral (moderate in stability/maintenance needs)

Is this road segment in compliance with soil & water Best Management Practices?

Yes. Is this road segment relatively stable with minimal maintenance needs?

Yes = 1
No, some instability or reconstruction needed for continued use = 3
No, major maintenance/reconstruction needs = 5

No. Is this road segment relatively stable with minimal maintenance needs?

Yes, correcting deficiencies would require high disturbance/high cost = 1
Yes, deficiencies could be corrected with reasonable disturbance/cost = 3
No = 5

Gayle Richardson/R3/USDAFS
02/15/2007 03:50 PM To
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Susan N Lee/R3/USDAFS@FSNOTES, Robert S Taylor/R3/USDAFS@FSNOTES
bcc

Subject
Key Resource questions

Chris,
In reviewing your key point questions from the vegetation management/fuelwood viewpoint I have a suggestion.

Under #1 for the suggested process. It suggests that we overlay location/sites of suitable lands on the roads layer in GIS.

The problem is that there is no way to identify the suitable acres from a database as this data has not been input for all location/sites. Many have codes 510 -590 or 610-690 or no code at all.

The other problem is that suitable lands also should include slopes over 40%. I believe our Forest Plan still includes these stands as part of the suitable base.

I would suggest that we eliminate #1 as the important items for roads are covered in #2, # and the fuels key questions.

Thanks, Gayle

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02/16/2007 04:53 PM To
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Subject
Fw: Travel Mgmt. Rule Veg criteria

After Alpine's TMR meeting today, for your due date of today, here are 4 edits recommended to the list of "Key Resource Questions for Roads from a Vegetation management/fuelwood viewpoint"

A.) Drop all references to "suitable lands" or "suitable stands" , and drop Suggested Process #1 entirely.

Rationale: See points stated in my e-mail below, as well as Gayle Richardson's e-mail to you dated 2/15/07. Moreover, FSH 2409.13 Chapter 20 also states that suitability for timber production is to be reviewed every 10 years and may be redesignated as suitable or unsuitable if certain criteria are met. For example, ALL of our LMP Mgmt. Area #2 (Woodlands on all slopes) are currently classified as "Unsuitable" because pinyon-juniper sites were not considered land capable of producing industrial timber or wood product. But these regulations direct us to consider changing that classification should a demand develop for such species, and the technology emerges to utilize it as an industrial wood. So only focusing on sites classified as "suitable" now automatically excludes some important fuelwood interests. Because suitability is so rigidly defined by law and regulation, but subject to change from one NEPA project to the next, and is not even easily mapped in GIS nor well coded in the database, it is just too problematic to use for this analysis.

B.) Suggested Revision: This issue of access for timber harvest /silv. treatments may be better covered on the TMR Transportation Criteria list of key questions, by modifying #2 on that list to read, "Does this route provide adequate access to areas feasible for logging, thinning, reforestation, pest management, and fuels reduction activities?" The important word here is "feasible". We're not saying that we need roads open everywhere just in case a future wildfire might someday need to have trees planted, or a pest epidemic might occur anywhere in the future. But if the road accesses areas which are feasible for such activities to be

done with motorized vehicles, then it is a high to moderate value road for silviculture/timber interests.

However, one fundamental question we need clarified please. If these criteria are to help determine roads that should be left open for PUBLIC access, then why even discuss timber/silv. management needs, which are always going to be some sort of ADMINISTRATIVE access. Whether logging, thinning, reforestation, pest control efforts, fuels reduction work is done either by force-account, or by service contract, or by timber sale, or by stewardship contract, or by cooperative agreement, they all would still be approved and commissioned by the USFS for implementation. The general public would not be out there doing these activities. Only forest-wide or district-wide permits for fuelwood or other small wood products would actually be implemented by public citizens. Or could we now be facing limited administrative access that needs to be considered in these criteria also? Can you please clarify?

C.) Addition possibly needed to the TMR Veg. Mgmt key question list: Is

this road/ATV trail needed to access permanent Forest Health/Pest Management monitoring plots installed by the USFS Arizona Zone Entomologists/Pathologists or related specialists? 5= Yes, this is the only access and must be reached by truck or ATV annually to safely transport monitoring equipment. 3= Yes this is the only access, but will only be needed occasionally and personnel can be issued an administrative vehicle access permit as needed. 1 = No, this road is not needed because a nearby road will be kept open and personnel can walk in safely to perform adequate monitoring on foot. Chris - I will need time early next week to consult with the AZ Zone Pest folks about this one. So I must make this a draft addition for now, with the right reserved to make edits pending their input. Thanks.

D.) Numerical ratings: On the TMR Veg. Mgmt. list of key questions the ratings of high to low (5-vs-1) are not used consistently for beneficial rankings versus adverse rankings. For example a value of 5 is used in some places as a high desire to keep a road open. But elsewhere the value of 5 is used to mark high cost or resource disturbance, which is actually a low desire to keep a road open. Like under the BMP part of question #3 - if a road IS compliant with BMPs and IS stable with minimal maintenance needs, shouldn't that road be ranked as a 5 for high value?

~ ~

Monica Boehning - Silviculturist, Apache Zone

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Pitts/R3/USDAFS@FSNOTES
Subject
Re: Travel Mgmt. Rule Veg criteria

Chris - Regarding the definition of lands "Suitable" for Timber production in the TMR Veg. Mgmt. Key Resource Question Criteria, the definition given there is far from inclusive of all sites in our LMP that are truly classified as "Suitable" for LMP Mgmt. Area #1.   Land class codes (Timber Component Codes in RMRIS database) that are listed as "Suitable" are codes 500, 510, 520, 521, 600, 630, 640, 650, 660, & 670.   These also DO include slopes over 40%, and are based on the timber resource land suitability classification process directed by FSH 2409.13 - Timber Resource Planning Handbook, WO Amendment 2409.13-92-1 (Ch. 20) which is still current.   "Suitability" classification of each veg. site is determined at the project analysis level, with a Silv. certification of consistency with NFMA.   The problem is, we have many many sites that have no Timber Component Codes of any kind input for them in the database.   So doing a query based on timber suitability would miss a LOT of the forest acreage, and thus a LOT of roads accessing them may be missed as needed to keep in our system for future silv. treatments!   I will present this information at Alpine's TMR Criteria Review meeting tomorrow, but hopefully the Silv. on each district has also detected this shortcoming and reported it to you.   I just alerted Gayle of it this PM, and she's in complete agreement. (Neither of us can figure out what Doug was thinking when he wrote this up, but he might have had a less than obvious reason.)   I'll put some thought into a replacement Key Question or how to work around this dilemma.   And the way I see it, all "Unsuitable" lands where we are using silv. veg. treatments for doing WUI fuels reductions should be covered by the Fire and Fuels Key Resource Questions &/or Transportation Criteria.   Silv veg. treatments being done for

terrestrial Wildlife Habitat benefits on Unsuitable lands is another
question I have.
Thanks, ~MB

~ ~
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~ ~

Social/Economics

RISK

Does the ROS class (or classes) allow motor vehicle use?

1-no
3-
5-yes

Does the management area or areas allow motor vehicle use?

1-no
3-
5-yes

Is the route in an Inventoried Roadless Area?

1-no
3-
5-yes

Could the route encourage encroachment into wilderness, primitive area or IRA?

1-no
3-
5-yes

Is significant funding needed to allow motor vehicle use on this route?

1-no improvements or only signing needed (overall signing of system may require considerable funding but nothing out of ordinary require for this route)
3-low-cost improvement likely needed
5-significant funding likely needed to provide parking, improve crossings, clear and maintain route

Do adjoining landowners support motor vehicle use?

1-no
3-
5-yes

Social/Economics

VALUE

Is the route/areas of local, regional, or national significance?

1-local
3-regional
5-national

Are adequate parking and trailhead facilities available?

1-no exiting trailhead or suitable undeveloped areas with potential for parking
3-no existing trailheads but adequate space for easily developed parking
5-some existing trailheads/parking areas and other space for easily developed parking

Do users of the area or route support motor vehicle use?

1-no, there are conflicts between motorized and non-motorized users of the area or route
3-neutral, there may be conflicts but they could be minimized
5-yes, there are no conflicts between motorized and non-motorized users

Does the route provide access to range or wildlife improvements and is needed for their maintenance?

1-no
3-yes, but alternate routes may be better
5-yes

Watershed questions for Travel Management analysis 5/17/07.

3. Is the route located in a watershed with a state listed 303(d) impaired stream or lake?

   1 - no
   3 – yes all other causes
   5 –yes – sediment

4. Is the route within a protected municipal watershed?

   0 –no
   5 -yes

5. How much of the route is located on sensitive (highly erosive) soils?

   1 -<15%
   3 -15-35%
   5 ->35%

6. What is the road-stream crossing density in the watershed?

   1 -<0.60 crossings/square mile
   3 -0.61 – 1.63 crossing/square mile
   5 ->1.63 crossings/square mile

7. How many stream crossings per mile on the road?

   1-0
   3-0-2
   5->2

8. What is the road density in the 6th code HUC?

   1 -<1.9 miles/sq mile
   3 -2.0-3.5 miles/sq mile
   5 ->3.5 miles/sq mile

Methodology:
Question numbers 1 will be answered using the Arizona Department of Environmental Quality's biannual surface water assessment. The 303(d) stream listings are compiled and monitored by the state of Arizona per requirements in the Clean Water Act. This question identifies roads that are located within 6th code HUC watersheds that have streams listed as either: impaired, non-attaining, or unique waters.

Question 2 pertains to whether there is a road lies within a nationally recognized protected municipal watershed. There are no such designations on the Apache-Sitgreaves National Forest so this question will not be answered for each individual road but it should be noted that this issue was considered in this analysis.

Question 3 addresses site specific risks associated with each road segment. This question identifies the percentage of each road which lies on highly erosive soils. Roads with over 35% of their length on high erosion soils are a high risk, 15-35% a moderate risk and less than 15% a low risk.

Question 4 concerns the amount of times a roads and streams cross in a watershed. This is an issue as road-stream interactions are sources for direct sediment inputs into stream channels. The scale of analysis for this was the 6th code watershed. The values used to rank watersheds as high, medium, or low risk were based upon splitting the values for each 6th code watershed across the forest into the top, middle, and lower third according to crossing densities.

Question 5 is another that is specific to the road or site and not the watershed in question. This question determines the amount of stream crossings per mile of road. The categories are based upon a moderate hazard (0-2 crossings/mile) being just above and below the average crossings per mile (1.2) for all roads analyzed.

Question 6 addresses road density within a watershed. This includes both open and closed roads. The numbers for ranking each watershed are based upon the Apache-Sitgreaves National Forest Plan standards.

All questions will be further analyzed in the following manner:
Question 1 will be the primary filter for all other questions. Any road located in a 6th code watershed with a state listed 303(d) stream due to sediment will automatically receive a high risk rating. Any roads in a 6th code watershed with a designated unique water will also automatically receive a high risk rating. Any road in a 6th code watershed that is listed due to a pollutant other than sediment (E. *coli* for the roads in question) will receive a moderate rating for question one and the higher of question one and the average of questions 3-6 will be the final risk rating for that road segment.

The majority of roads analyzed will not fall in a watershed with a listed 303(d) stream for the remaining roads, questions 3-6 will be averaged to yield a composite ranking that will determine whether the road is a high (5), medium (3), or low (1) watershed risk.

Apache-Sitgreaves National Forests
Travel Management Rule
Watershed Desired Future Conditions
Dustin Walters, Hydrologist

The desired future conditions for watershed resources (including soil, water, and air) in regard to travel management are movement toward a set of standards for certain indices. These indices are all applicable to the 6th code watershed and include:

- Reduce road mileage in watersheds that have EPA listed 305(b) or 303(d) streams or lakes.
- Reduce road mileage in protected municipal watersheds.
- Reduce road mileage in watersheds so that no more than 35% of unsurfaced road mileage goes through sensitive (highly erosive) soils.
- Reduce road/stream crossings to 2.0 crossings per squared mile.
- Reduce road densities to 3.5 miles per squared mile (both open and closed roads).

Wildlife, Fish, and Rare Plants Criteria for Travel Management Screening
(these apply to individual road or route segments, and are risk rankings)

1. Are proposed, endangered, threatened, or sensitive terrestrial or aquatic species found on or near the route? (pts for each instance).

   5 – Proposed, threatened, or endangered (PTE) species are within 5 miles downstream along a perennial stream or 3 miles downstream along an intermittent stream (for Chiricahua leopard frog only); or designated territories (PACs, Breeding Areas, other) overlie or within 50 yards of the road.

   3 – Sensitive species present (designated occupied streams, or designated territories (PFAs, other) overlie or are immediately adjacent; or PTE species designated territories are within ½ mile.

   3 – Individual locations of sensitive species, or PTE species with very small home ranges (ie: frogs, swwf), are within 300 feet of route.

   1 – Sensitive species within 5 miles downstream (frogs) or within ½ mile (PFAs, designated territories, eyrie) or other single locations are within 1350 feet of route.

   0 – No sensitive species present and sensitive frogs, snails, and mussels are not within 5 miles downstream along a perennial stream or 3 miles along an intermittent stream.

2. Is the route located near sensitive habitats (wildlife quiet areas, wildlife closure areas, calving areas, wet meadows, critically time sensitive areas, etc)?

   5 – Sensitive habitats are found on the route.

   3 – Sensitive habitats are located within 500 feet of route.

   0 – Sensitive habitats are not present.

3. Does the route travel through riparian areas?

   5 – The route is within 20 meters of riparian areas and perennial streams, or crosses such an area at 2 or more sites.

   3 – The route crosses a riparian area, and the amount of disturbance is at one point only.

   1 – The route does not pass within 20 meters of a riparian area, and there is adequate vegetation to buffer potential sedimentation issues.

   (edited on 7/25/07 by ct)

Proposed, Threatened, and Endangered Species

Mexican wolf
Lesser long-nosed bat
Black footed ferret
Jaguar
SW Willow Flycatcher
Bald Eagle
Brown Pelican
Mexican spotted owl
Chiricahua leopard frog
Gila Chub
Little Colorado spinedace
Spikedace
Apache Trout
Gila Trout
Loach Minnow

Sensitive species

Springerville pocket mouse
White Mtns ground squirrel
NM jumping mouse
Northern goshawk
Common Black-hawk
Mountain Plover
W. Yellow-billed Cuckoo
Peregrine Falcon
Mexican garter snake
Narrow-headed garter snake
SW toad
Northern leopard frog
Lowland leopard frog
Little Colorado sucker
Roundtail chub
California floater
Three Forks springsnail
Goodings onion
Blumer's dock
Arizona willow

The ranger district processes are summarized on the following pages.

Travel Management Rule
Alpine Ranger District
Summary of Analysis of Desired Condition

The Alpine Ranger District initiated its Travel Management Rule (TMR) interdisciplinary analysis per Forests direction in 2006. The District Ranger and other members of the District Leadership Team attended public meetings in Alpine, adjacent communities, and on several occasions met with interested members of the local public for on-the-ground meetings. The public input from these meetings was incorporated into our process for developing our transportation system proposal.

In February, 2007, district personnel met to review quad maps and the existing GIS database Road Systems layer (ML1-5) and again in March, 2007 to recommend desired conditions for travel management on the District. An interdisciplinary approach was taken in this process. All District quad maps were reviewed individually as well as each road identified on the maps. The location of heavily used dispersed camping sites were identified, as well as the route to access these sites. Our publics were very clear that one of their highest priorities was the opportunity for quality dispersed recreation and camping. The Districts' goal was to balance an adequate distribution of open roads and dispersed recreation opportunities with responsible and professional resource protection. The District identified the desired transportation system (open roads) utilizing both coarse and fine filters including:

-Input from Permittees, Forest visitors and public meetings, and District expertise.
-TMR Implementation Guidelines – Rev 1 – 3/23/2007.
-General resource guidelines (watershed, fisheries, roads, wildlife, etc).
-Interaction/coordination with neighboring Springerville District and Gila National Forest,
Quemado and Glenwood Ranger Districts.
-LRMP Standards and Guidelines.
-Laws, Regulations, Policy relating to Wilderness, Primitive Areas, and Inventoried Roadless Areas.
-Current road status/safety/condition/resource concerns.
-Current recreation uses and opportunities.
-Rights of Ways (granted/acquired).
-Permitted uses (range management, utilities).
-Steep slopes & sensitive soils.
-Known cultural resources.
-TES habitats & other wildlife resources.
-Relation to stream channels, riparian areas and wet meadows, T&E species
-Parallel or duplicate routes.
-Potential conflict with other established recreation opportunities such as hiking, horseback riding, or bicycles paths.
-Is the route, area or corridor within a protected municipal watershed.

TRAVEL MANAGEMENT RULE
INITIAL ANALYSIS OF PROPOSED ACTION
Black Mesa Ranger District
9/18/2007

Basic Criteria Guidelines for Developing Proposed Action

1. Input from Permittees, Forest visitors and public meetings (7/2006)
2. TMR Implementation Guidelines – Revision 1 -- 3/23/2007
3. A series of meetings with district staff representing range, wildlife, timber, silviculture, fire, lands and recreation – winter and spring of 2006
4. TMR Implementation Guidelines – Revision 2 – 7/13/2007

Key Issues and Guidelines Considered in Proposed Action Development

******Road/motorized trail currently in INFRA data base system, numbered. Existing data base reflects many roads as Level 1, but are presently managed as Level 2 (not decommissioned). Unless shown for closure and removal, data base needs to be cleaned up to reflect Level 2 and included in Existing Direction .

**Historic campsites have been located/GPS'd for 85% of Level 2-5 roads and motorized Trails, need more extensive data collection to confirm all sites.

**District proposed action overlayed with Mexican Spotted owl habits and Goshawk Post Fledging areas to review areas of concern.

**Previous heritage resource clearances were overlayed on areas proposed for corridors and areas to determine anticipated level of cultural clearance needed. Para-archeological program on Black Mesa RD expected to cover majority of this need. Additional funding source may be Arizona State Parks OHV grants for TMR route designation.

** Considered resource conflicts where roads cross drainages and eliminated dispersed camping and corridors in those areas.

**Considered dispersed camping in portion of the district along the Mogollon Rim; high recreation demand, close to water-based recreation, high elevation, mixed conifer that provides the summer climatic relief for the majority of the Black Mesa RD forest visitors (Phoenix and Tuscan metro areas). Considered the existing recreation management in the Rim Lakes Recreation area with 180 + sites designated.

** Considered corridor camping and areas in the northern portion of the district; lower recreational demand; remote from the Phoenix metro area, farther from water-based recreation, little climatic relief in summer, lower elevation, Pinion/juniper vegetation type and lower standard of roads. Portion of the district with more hunt related camping and activities than general camping or day use.

** Considered providing a diverse spectrum of recreation opportunities; from highly developed fee sites to designated dispersed sites to corridors and areas where public has a sense of exploring, discovery and self reliance.

**Considered potential conflicts with dispersed camping in close proximity to residential areas of Heber, Overgaard and Forest Lakes along the forest boundary. (FR 51, FR 50, FR 86, FR 160, FR 99, FR 504)

**Considered road safety where speeds and visual distance may be unsafe and/or provide a lower quality recreation experience on Level 3 Forest or County roads (FR 504, FR 86, FR 34, portions of FR 99).

**Considered private land access and current or historical access conflicts and permitted use conflicts when developing proposed action.

TRAVEL MANAGEMENT RULE
INITIAL ANALYSIS OF PROPOSED ACTION
CLIFTON RANGER DISTRICT
7/24/07

Basic Criteria Guidelines for Developing Proposed Action

5. Input from Permittees, Forest visitors and public meetings, and District Expertise
6. TMR Implementation Guidelines – Revision 1 -- 3/23/2007
7. Specific Resource Guidelines (Watershed, Fisheries, Roads, Wildlife, etc).
8. Interaction/coordination with neighboring Districts (Glenwood RD)
9. TMR Implementation Guidelines – Revision 2 – 7/13/2007

Key Issues and Guidelines Considered in Proposed Action Development

******Road/motorized trail currently in INFRA data base system, numbered. Existing data base reflects many roads as Level 1, but are presently managed as Level 2 (not closed to public use). Unless shown for closure, data base needs to be cleaned up to reflect Level 2 and included in Existing Direction (Criteria Guide CG #5).

**Historic campsites have been located/GPS'd for 85% of Level 2-5 roads and motorized Trails, need more extensive data collection to confirm all sites. Groups of sites used for determination of corridor options (CG #2, #5) and accurate locations (CG #1).

**Roads/Motorized trails overlayed on sensitive soils and slope, resources at risk to impacts, and private lands to assist in determination of suitability for fixed distance corridors, closure to dispersed camping with or without designated sites (CG #1, #2, #3, #5). Roads that currently have seasonal closures in place address resource issues (FR 515, FR 836/704).

**Road safety issues considered relative to dispersed camping opportunities along State highways (Highway 191 and 78), or where speeds and visual site distance may be an issue on Level 3 Forest or County roads (FR 217, FR 475) (CG #2, #3).

**Previous heritage resource clearances referenced by District personnel and to be overlayed on areas proposed for corridors to determine anticipated level of cultural clearance needed. Para-archeological program on Clifton expected to cover majority of this need (CG #2, #3, #5).

**Input and recommendations for consideration of private land conflicts, permitted use conflicts, and consistency with neighboring district considered when developing proposed action (CG#1, #4, #5).

Travel Management
Springerville Ranger District
Summary of Analysis of Desired Condition

Please note update to Districts Desired Condition on page 3.

In February, March and early April of 2007, the Springerville Ranger District used an interdisciplinary approach to identify desired conditions for Travel Management on the District. Several meetings were held with District Staff and substaff, Law Enforcement, Fire Prevention Technicians and other District folks familiar with on the ground road conditions. These meetings were held to recommend desired conditions for travel management on the District.

District quad maps were reviewed and corrections made where needed.

Roads to remain open and heavily used dispersed areas were indicated on District quad maps.

Numerous factors were considered for determining which roads to designate as open for public travel. The primary consideration was the existing condition of the roadway (whether resource damage is occurring through use of the roadway). Proximity to streams or drainages (particularly those with Threatened & Endangered species) was considered. Numerous other factors were considering including such things as the need for access to developed recreation sites, water developments and access for fire suppression. During the analysis, the District also recognized the demand for and need to provide dispersed recreation opportunities. Consideration was given to the distribution of open roads available to the public for these activities. The District wanted to provide access for these activities to be spread fairly evenly across the District.

During review of the quad maps, the District Team tried to always answer the question "Why" when classifying a road as open or roads recommended as closed to public travel. Why should this roadway be designated as open? For example, if a road is in fairly good condition, provides access for dispersed recreation, is not causing resource damage in proximity to TES streams or drainages and may only need minor maintenance, the Team designated it as open on the quad map. Roads in a poor location (in or immediately adjacent to a TES stream or drainage), not well drained (surface currently eroding) with erosion directly impacting the stream and which would require more than minimal maintenance, were not designated as open on the quad maps.

The District receives a high level of dispersed recreation generally from April through November. Numerous popular areas for dispersed camping occur across the District. Most of these areas are less than 10 acres. They are so popular that names have been given to the sites. Examples include Brady Park, Potato Patch, Gillespie Flat, etc. Many of the sites are utilized by small groups. For example, approximately 6-8 separate fire rings occur at Brady Park. Other dispersed sites occur as scattered individual camping sites across the District.

On the ground measurements were taken to determine the median distance of dispersed camping sites from roadways at several concentrated dispersed camping sites. Very few dispersed camping sites were in excess of 400 feet from roadways. Most dispersed camping sites were between 200 and 250 feet of the roadway.

The District recognizes the demand for dispersed camping and wants to maintain this recreational opportunity which is important to forest users. To accommodate existing and future demand for dispersed camping, the District proposes to primarily use the following two methods; 1) Facilitating camping through roadside parking and 2) Designation of small areas to allow for dispersed camping.

1) The District recommends allowing roadside camping (where design speed allows for safe camping), along level 2-4 roads designated as open on the attached quad maps.

2) In some areas of concentrated dispersed camping, such as Brady Park, dispersed camping sites are slightly greater than 300 feet from the roadway. The District would designate small (generally less than ten acre concentrated dispersed sites) areas open for dispersed camping. These small concentrated areas are identified on the quad maps in green. Some of these areas are too small to be mapped to scale and would be represented by a map symbol and corresponding signs on the ground to facilitate public identification of open areas. For implementation, the method of signing used at Black Mesa on the Rim may be appropriate (i.e Camping allowed within xx feet of the roadway). The District will continue to identify dispersed camping areas and reflect their location on the map throughout the process.

It is assumed that the dispersed camping areas (described in 1 & 2 above) would be available when use will not result in resource damage.

In some cases, the District may want to designate specific routes / sites to allow for motorized camping. Designation of small concentrations of dispersed camping sites as areas, (as described in # 2 above) is expected to accommodate most of the identified need on the District.

In addition, the District is still considering designation of larger scale areas to be open to all OHV use.

DISTRICTS UPDATED COMMENTS

After the Districts participation in the Round 2 of public meetings, listening to public comments, the District reconvened and developed a new desired condition that will best protect the resource and still allow for public access to their Forest.

The overriding premise of this alternative is **not** to try and identify all the camp sites the public currently uses, but to identify the areas where the District does not want the public to camp (because of resource concerns) and allow the remainder of District to be open to camping. A 400 foot corridor on either side of open roads would be open to motorized dispersed camping with the exception of;

- Closure areas like Big Lake Rec. closure, Greer closure, St Peters Dome, Murray Basin, Baldy Wilderness,…
- No camping within 100ft of live water like streams, springs, wet meadows…
- Set a distance from livestock waters?

This alternative would allow the public the greatest flexibility in deciding where they want to camp and would also allow fuel wood gathers the ability to gather wood with minimal restrictions to what is currently practiced.

SUMMARY

In summary, the District Team tried to provide an adequate distribution of open roads and dispersed recreation areas while providing resource protection.

This is the Springerville Districts' initial effort of identifying the desired condition for travel management on the District. It is expected to be refined throughout the process based on public input, further ground truthing and use of the evaluation criteria developed by the Travel Management IDTeam.

Travel Management Rule
Lakeside Ranger District
Summary of Analysis of Desired Condition

The Lakeside Ranger District initiated the Travel Management Rule (TMR) interdisciplinary analysis per Forests direction in 2006. The District Ranger and other district employees attended public meetings in Show Low and Pinetop on August 3rd, in Pinedale on August 30th, in Vernon on September 19th, and in Taylor on September 21st. At these meetings maps were made available for individuals to designate which roads they would like to see closed or left open. It was also announced at several of these meetings and in local newspaper articles that the maps were available to the public at the district office during normal business hours for their input. On several occasions the District Ranger along with other District staff met with interested and concerned citizens in the District office. The public input from these meetings was considered during our process for developing our transportation system proposal. There were equal opposing opinions as to the closing or leaving open of roads depending upon individuals differing uses of National Forests lands.

On February 1, 2007, the TMR Interdisciplinary Team (IDT) met with 10 Lakeside district employees. The meeting involved a review of the TMR process to date, a discussion of additional information needed, and a review of draft evaluation criteria to be used by the IDT. A series of dates were established in order to evaluate every district motorized travel way by the middle of March.

District personnel from all functional areas met on February 22, 2007 and periodically thru March 6th. The existing GIS database Road Systems layer displayed on quads were reviewed. Roads were reviewed to be listed as obliterated, level 1 closed to the public for administrative use or level 2 open to the public. Numerous factors were considered. These factors considered: sensitive species, threatened or endangered species, fire suppression needs, range improvement needs, future and current vegetation management needs, wildlife improvement needs, historical public use, fuel wood gathering needs, wildlife management needs such as hunter access, public input gathered in the last year, and of course road density.

On March 7th district personnel gathered to review all roads in an interdisciplinary setting and to iron out differences between functional areas. Representatives from wildlife, fire/fuels, recreation, range, Gis, and Archaeology attended these meetings. General consensus were made on most issues by the differing District personnel. Unattainable consensus was on certain roads was solved by the District Ranger making final decisions. The reasons were written on every map to assist GIS in display. Gis then made the corrections and submitted the district recommendation to the Supervisors Office.

Step 5- Describing Opportunities and Setting Priorities

The purpose of this step is to:

- Facilitate comparison of the current transportation system with what issues set forth in step 4, and
- Describe options for modifying the transportation system that would achieve or more close match the Forests land management goals, objectives, guidelines, suitability criteria, and established desired future conditions.

The Products of this step are:

- A strategic evaluation matrix to assist in determining site-specific technical recommendations.
- A table with risk and value assessments made site-specifically

The IDT is not making any decisions, but rather identifying technical recommendations or proposals that may support subsequent environmental analyses, including NEPA processes. The TAP recommendations are meant to inform decisions made by the designated Responsible Official.

The bulk of the travel analysis process (TAP) risk and value assessment was completed in a 2-step process on the Apache-Sitgreaves National Forests (ASNFs). Once the criteria were established by the forest ID Team, the individual ranger districts worked in an interdisciplinary fashion to determine needs for change on a site-specific basis (see Step 4 for more information). During this step, the specific public comments were also considered at the district level. Once the initial recommendations were developed, the forestwide ID Team then evaluated these routes for risk and value. The results of this assessment can be found in the table on the following pages.

The Travel Analysis analyzed the extent and current condition of roads on national forest system lands within the project area. This report compares the current condition to a desired future condition to help identify the opportunities and need for change.

OBJECTID	ID	TEMP_ID	DIST_NO	GIS MILES	RISK_REC	RISK_FISH	RISK_WILD	RISK_WATSHD	RISK_DISTRICT	DIST_VALUE	ENG_VALUE	RISK FINAL	VALUE FINAL
1058	0	atv 10	02	0.72	Low	Low	Low	Low	low	high	low	Low	High
1083	0	atv 11	02	0.56	Low	Low	Low	Low	low	high	low	Low	High
1084	0	atv 12	02	0.46	Low	Low	Low	Low	low	high	low	Low	High
248	0	atv 13	02	1.84	Low	High	Low	Low	low	high	low	High	High
82	0	atv 14	02	2.41	Low	High	Low	Moderate	low	high	low	High	High
588	0	atv 15	02	0.92	Low	Low	Low	Low	low	high	low	Low	High
589	0	atv 16	02	0.75	Low	Low	Low	Moderate	low	high	low	Moderate	High
590	0	atv 17	02	0.65	Low	Low	Low	Low	low	high	low	Low	High
591	0	atv 18	02	1.02	Low	Low	Low	Low	low	high	low	Low	High
592	0	atv 19	02	1.54	Low	Low	Low	Moderate	low	high	low	Moderate	High
593	0	atv 20	02	1.31	Low	Low	Low	Low	low	high	low	Low	High
594	0	atv 21	02	0.25	Low	Low	Low	Moderate	low	high	low	Moderate	High
595	0	atv 22	02	0.96	Low	Low	Low	Moderate	low	high	low	Moderate	High
1052	0	atv 3	02	2.15	Low	Moderate	Low	Moderate	low	high	low	Moderate	High
1053	0	atv 4	02	0.22	Low	Low	Low	Low	low	high	low	Low	High
1054	0	atv 5	02	0.72	Low	Low	Low	Low	low	high	low	Low	High
1055	0	atv 6	02	0.09	Low	Low	Low	Low	low	high	low	Low	High
1056	0	atv 7	02	0.62	Low	Low	Moderate	Moderate	low	high	low	Moderate	High
1057	0	atv 8	02	0.15	Low	Low	Low	Low	low	high	low	Low	High
445	100A	100A	02	0.66	Low	Moderate	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate
444	100B	100B	02	6.18	Low	High	High	Moderate	moderate	moderate	moderate	High	Moderate
442	100F	100F	02	0.17	Low	Moderate	Moderate	Moderate	moderate	moderate	moderate	Moderate	Moderate
165	100G	100G	02	0.90	Moderate	Moderate	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate
791	104A	104A	03	2.49	High	High	Low	Moderate	low	high	moderate	High	High
469	111D	111D	03	1.33	High	High	Low	Low	low	high	moderate	High	High
468	111E	111E	03	2.33	High	High	Low	Low	low	high	moderate	High	High
1204	112A	112A	06	0.17	Low	Moderate	Moderate	High	low	high	moderate	High	High
80	112B	112B	06	1.31	Low	Moderate	Low	High	low	high	moderate	High	High
1155	112B1	112B1	06	0.21	Low	Moderate	Low	High	low	high	moderate	High	High
862	115	115	02	0.52	High	High	High	Moderate	moderate	moderate	moderate	High	Moderate
908	115A2	115A2	02	0.42	Low	High	Moderate	Low	moderate	moderate	moderate	High	Moderate
1148	115B	115B	02	2.20	Moderate	High	High	High	moderate	moderate	moderate	High	Moderate
307	115C	115C	02	0.50	Low	High	Moderate	High	moderate	moderate	moderate	High	Moderate
572	115D	115D	02	0.81	High	High	Moderate	Low	moderate	moderate	moderate	High	Moderate
1142	115F	115F	02	1.22	High	High	Low	Moderate	moderate	moderate	moderate	High	Moderate
1140	115G	115G	02	0.92	Low	High	Low	Moderate	moderate	moderate	moderate	High	Moderate
1139	115I	115I	02	0.20	Low	Moderate	Moderate	Moderate	moderate	moderate	moderate	Moderate	Moderate
974	115L	115L	02	1.00	Low	High	Low	High	moderate	moderate	moderate	High	Moderate
126	115M	115M	02	1.04	Low	High	Moderate	Low	moderate	moderate	moderate	High	Moderate
125	115O	115O	02	1.63	Moderate	High	High	Low	moderate	moderate	moderate	High	Moderate
795	115Q	115Q	02	0.81	Moderate	High	High	Low	moderate	moderate	moderate	High	Moderate
611	115S	115S	02	2.05	Low	High	Low	High	moderate	moderate	moderate	High	Moderate

OBJECTID	ID	TEMP_ID	DIST_NO	GIS MILES	RISK_REC	RISK_FISH	RISK_WILD	RISK_WATSHD	RISK_DISTRICT	DIST_VALUE	ENG_VALUE	RISK FINAL	VALUE FINAL
470	115T	115T	02	1.49	Low	High	Moderate	Low	moderate	moderate	moderate	High	Moderate
612	115U	115U	02	1.38	Moderate	High	Moderate	Low	moderate	moderate	moderate	High	Moderate
534	115V	115V	02	0.23	High	High	High	High	moderate	moderate	moderate	High	Moderate
1108	116A	116A	06	1.87	Low	High	Low	High	low	high	moderate	High	High
820	116C	116C	06	0.23	Moderate	High	Low	High	low	high	moderate	High	High
439	116D	116D	06	1.94	Moderate	High	High	High	high	low	low	High	Low
1110	116D1	116D1	06	0.09	Low	High	Low	High	low	high	moderate	High	High
449	116F	116F	06	0.73	Moderate	High	Low	High	low	high	moderate	High	High
821	116M	116M	06	0.14	Low	High	Low	High	low	high	moderate	High	High
1023	116Q	116Q	06	0.04	Low	High	Low	High	low	high	moderate	High	High
448	116S	116S	06	0.68	Moderate	High	Low	High	low	high	moderate	High	High
290	117B	117B	06	0.59	Low	Moderate	Moderate	Low	moderate	moderate	moderate	Moderate	Moderate
742	117H	117H	06	1.26	Low	Low	High	Moderate	low	high	moderate	High	High
863	120	120	02	1.70	Low	High	Moderate	Moderate	moderate	moderate	moderate	High	Moderate
864	120A	120A	02	2.24	Low	High	High	Moderate	moderate	moderate	moderate	High	Moderate
478	120B	120B	02	2.04	Low	Moderate	Moderate	Moderate	moderate	moderate	moderate	Moderate	Moderate
477	120B4	120B4	02	0.61	Low	Low	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate
836	120Y	120Y	02	1.50	Low	Moderate	High	Moderate	moderate	moderate	moderate	High	Moderate
447	120Z3	120Z3	02	0.51	Low	Low	Moderate	Moderate	moderate	moderate	moderate	Moderate	Moderate
1100	122A	122A	02	2.46	Low	Low	Low	Moderate	low	high	moderate	Moderate	High
831	124A	124A	02	4.26	Low	High	Moderate	High	moderate	moderate	moderate	High	Moderate
910	129A	129A	07	1.83	Low	High	Low	Moderate	moderate	moderate	moderate	High	Moderate
658	129B	129B	07	0.56	Low	High	Low	Low	high	low	low	High	Low
1121	130B	130B	07	0.49	Low	Moderate	Low	Moderate	high	low	low	High	Low
1268	130F	130F	07	0.58	Low	Low	Low	Moderate	high	low	low	High	Low
915	131	131	07	1.64	Low	High	Moderate	High	moderate	high	high	High	High
219	131A	131A	07	1.23	Low	Low	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate
1165	132C	132C	02	3.09	Low	High	Low	Moderate	low	high	moderate	High	High
913	133B	133B	07	0.91	Low	Moderate	Low	Moderate	high	low	low	High	Low
1248	133C	133C	07	0.51	Low	Moderate	Low	Moderate	high	low	low	High	Low
1251	133E	133E	07	1.53	Low	Moderate	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate
1250	133F	133F	07	0.71	Low	Moderate	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate
871	134A	134A	07	3.25	Low	Moderate	Low	Moderate	low	high	moderate	Moderate	High
886	134A1	134A1	07	1.08	Low	Moderate	Low	Moderate	high	low	low	High	Low
885	134A2	134A2	07	1.08	Low	Moderate	Low	Moderate	high	low	low	High	Low
872	134A3	134A3	07	0.23	Low	Moderate	Low	Moderate	low	high	moderate	Moderate	High
1227	134F	134F	07	0.20	Low	Moderate	Low	Moderate	high	low	low	High	Low
1226	134G	134G	07	0.29	Low	Moderate	Low	Moderate	high	low	low	High	Low
1246	134J	134J	07	0.08	Low	Moderate	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate
389	135J	135J	07	1.49	Low	High	Moderate	Moderate	high	low	low	High	Low
388	135K	135K	07	1.06	Low	Moderate	Low	Moderate	high	low	low	High	Low
387	135M	135M	07	0.29	Low	Moderate	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate

OBJECTID	ID	TEMP_ID	DIST_NO	GIS MILES	RISK_REC	RISK_FISH	RISK_WILD	RISK_WATSHD	RISK_DISTRICT	DIST_VALUE	ENG_VALUE	RISK FINAL	VALUE FINAL
73	135O	135Oc	07	0.62	Low	Moderate	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate
74	135O	135Od	07	0.71	Low	Moderate	Low	High	high	low	low	High	Low
1187	135P	135P	07	0.51	Low	Moderate	Moderate	Moderate	high	low	low	High	Low
1186	135P1	135P1	07	0.10	Low	Moderate	Moderate	Moderate	high	low	low	High	Low
1236	135T	135T	07	1.60	Low	High	Moderate	Moderate	high	low	low	High	Low
1230	136A	136A	07	0.33	Low	Moderate	Low	Moderate	high	low	low	High	Low
599	136B	136B	07	0.22	Low	Moderate	Low	Moderate	high	low	low	High	Low
598	136C	136C	07	0.13	Low	Moderate	Low	Moderate	high	low	low	High	Low
1233	136I	136I	07	0.11	Low	Moderate	Low	Moderate	high	low	low	High	Low
283	136J	136J	07	0.54	Low	Moderate	Low	Moderate	high	low	low	High	Low
753	139A	139A	02	2.03	Low	Moderate	Low	Moderate	low	high	moderate	Moderate	High
687	139D	139D	07	0.81	Low	Moderate	Low	Moderate	high	low	low	High	Low
679	139R	139R	02	0.63	Low	Moderate	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate
664	139S	139S	02	0.68	Low	Moderate	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate
942	143B	143B	07	0.23	Low	Low	Low	Moderate	high	low	low	High	Low
1012	143B2	143B2	07	0.65	Low	Low	Low	Moderate	high	low	low	High	Low
1015	143B3	143B3c	07	0.19	Low	Low	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate
1026	143B3	143B3d	07	0.59	Low	High	Low	Moderate	high	low	low	High	Low
417	143B4	143B4	07	0.14	Low	Low	Low	Moderate	high	low	low	High	Low
828	143C	143C	07	1.52	Low	High	Moderate	Moderate	moderate	moderate	moderate	High	Moderate
376	143C1	143C1	07	0.20	Low	Low	Low	Moderate	high	low	low	High	Low
416	143D	143D	07	0.59	Low	High	Moderate	Moderate	high	low	low	High	Low
830	146A	146A	02	0.69	Low	Low	Low	Moderate	low	high	moderate	Moderate	High
131	146B	146B	02	2.69	Low	High	Moderate	Moderate	low	high	moderate	High	High
187	148	148	02	0.95	Low	Moderate	Low	Moderate	low	high	high	Moderate	High
209	153A	153A	02	0.68	Low	Moderate	Low	Low	moderate	moderate	moderate	Moderate	Moderate
842	153C	153C	02	2.61	Low	High	Low	Low	moderate	moderate	moderate	High	Moderate
69	154A	154A	02	0.66	Low	Moderate	Moderate	Moderate	moderate	moderate	moderate	Moderate	Moderate
97	160	160	02	2.65	Low	High	Low	High	moderate	moderate	moderate	High	Moderate
108	161	161c	02	0.99	Low	High	Low	Moderate	moderate	moderate	moderate	High	Moderate
754	161	161o	02	1.08	Low	Moderate	Low	Moderate	low	high	moderate	Moderate	High
190	161F	161F	02	1.70	Low	High	Low	High	low	high	moderate	High	High
761	163	163	02	2.26	Low	Moderate	Moderate	Moderate	moderate	moderate	moderate	Moderate	Moderate
901	168	168	02	0.50	Low	Low	Low	Low	moderate	moderate	moderate	Moderate	Moderate
676	169	169	02	8.31	High	High	Moderate	Moderate	low	high	moderate	High	High
677	169B	169B	02	0.81	Moderate	High	Low	Moderate	low	high	moderate	High	High
510	169B1	169B1	02	0.99	Low	Moderate	Low	Low	moderate	moderate	moderate	Moderate	Moderate
678	169B6	169B6	02	0.83	Low	Moderate	Moderate	Moderate	low	high	moderate	Moderate	High
81	169C	169C	02	2.93	Low	Moderate	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate
400	169C3	169C3	02	0.22	Low	Moderate	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate
144	169E	169E	02	1.12	Low	Moderate	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate
700	169K	169K	02	2.68	Low	Moderate	High	Moderate	moderate	moderate	moderate	High	Moderate

OBJECTID	ID	TEMP_ID	DIST_NO	GIS MILES	RISK_REC	RISK_FISH	RISK_WILD	RISK_WATSHD	RISK_DISTRICT	DIST_VALUE	ENG_VALUE	RISK FINAL	VALUE FINAL
699	169L	169L	02	1.11	Low	Moderate	Moderate	Low	moderate	moderate	moderate	Moderate	Moderate
145	169N	169N	02	0.92	Low	Moderate	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate
630	169O	169O	02	1.85	Low	High	Moderate	Moderate	moderate	moderate	moderate	High	Moderate
629	169O1	169O1	02	0.68	Low	Moderate	Moderate	Moderate	moderate	moderate	moderate	Moderate	Moderate
861	169Q	169Q	02	0.77	Low	Moderate	High	Low	high	low	low	High	Low
628	169R	169R	02	1.00	Low	Moderate	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate
180	169R1	169R1	02	0.27	Low	Moderate	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate
1088	169U	169U	02	0.53	Low	Moderate	Moderate	Moderate	low	moderate	moderate	Moderate	Moderate
1087	169V	169V	02	0.90	Low	Moderate	Moderate	Moderate	low	moderate	moderate	Moderate	Moderate
579	170A	170A	02	2.33	Low	High	Low	High	moderate	moderate	moderate	High	Moderate
1085	170B	170B	02	1.11	Low	Moderate	High	Moderate	moderate	moderate	moderate	High	Moderate
1086	170B1	170B1	02	0.26	Low	Low	Moderate	Low	moderate	moderate	moderate	Moderate	Moderate
509	170E	170E	02	1.17	Low	High	Moderate	Moderate	moderate	moderate	moderate	High	Moderate
127	170F	170F	02	4.19	Low	High	Low	Low	low	high	moderate	High	High
508	170H	170H	02	2.07	Low	Moderate	High	Moderate	moderate	moderate	moderate	High	Moderate
476	170I	170I	02	0.26	Low	Moderate	Moderate	Moderate	moderate	moderate	moderate	Moderate	Moderate
951	170J	170J	02	0.58	Low	High	Low	High	moderate	moderate	moderate	High	Moderate
1125	170L	170L	02	1.29	Low	Moderate	Moderate	Moderate	moderate	moderate	moderate	Moderate	Moderate
1124	170N	170N	02	0.38	Low	Moderate	Moderate	Moderate	moderate	moderate	moderate	Moderate	Moderate
786	170P	170P	02	0.70	High	High	Moderate	Moderate	moderate	moderate	moderate	High	Moderate
467	172D	172D	02	0.67	Low	High	Low	Moderate	moderate	moderate	moderate	High	Moderate
466	172F	172F	02	0.99	Low	High	Moderate	High	moderate	moderate	moderate	High	Moderate
465	172G	172G	02	0.81	Low	Moderate	High	Moderate	moderate	moderate	moderate	High	Moderate
269	180F	180F	02	2.80	Low	High	Low	Moderate	moderate	moderate	moderate	High	Moderate
909	180G	180G	02	0.78	Low	Moderate	Moderate	Moderate	moderate	moderate	moderate	Moderate	Moderate
671	182B	182Bd	07	0.67	Low	Moderate	Low	Low	high	low	low	High	Low
967	182B?	182B?o	07	2.04	Low	Moderate	Moderate	Moderate	low	high	moderate	Moderate	High
1286	182F	182F	07	0.13	Low	Low	Low	Low	low	high	moderate	Low	High
215	182G	182G	07	1.37	Low	Moderate	Low	Low	high	low	low	High	Low
970	185B	185B	07	2.03	Low	High	Moderate	Low	high	low	low	High	Low
1111	187B	187B	07	0.80	Low	Moderate	Moderate	Moderate	high	low	low	High	Low
207	195	195	02	0.72	Low	Moderate	Moderate	Moderate	low	high	moderate	Moderate	High
602	206E	206E	07	0.65	Low	Low	Moderate	Low	low	high	moderate	Moderate	High
1134	208R	208R	02	0.18	Low	Low	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate
675	211	211	02	2.02	Low	High	Low	High	moderate	moderate	moderate	High	Moderate
38	211A	211A	02	0.09	Low	Low	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate
721	213	213	02	12.34	Low	High	High	Moderate	low	moderate	moderate	High	Moderate
443	213B	213B	02	1.93	Low	High	Low	High	moderate	moderate	moderate	High	Moderate
955	215	215	03	0.66	High	High	Low	Moderate	low	moderate	moderate	High	Moderate
1145	215A	215A	03	3.21	High	High	Low	Moderate	low	high	moderate	High	High
344	215B	215B	03	1.46	Low	High	High	Moderate	low	high	moderate	High	High
566	216	216	02	0.86	Low	Moderate	High	Low	moderate	moderate	moderate	High	Moderate

OBJECTID	ID	TEMP_ID	DIST_NO	GIS MILES	RISK_REC	RISK_FISH	RISK_WILD	RISK_WATSHD	RISK_DISTRICT	DIST_VALUE	ENG_VALUE	RISK FINAL	VALUE FINAL
824	216A	216A	02	2.22	Low	Moderate	Low	Low	moderate	moderate	moderate	Moderate	Moderate
379	216B	216B	02	1.43	Low	Moderate	Moderate	Low	moderate	moderate	moderate	Moderate	Moderate
463	217B	217B	03	0.25	High	High	Low	Low	moderate	moderate	moderate	High	Moderate
954	217D	217D	03	0.28	Low	High	High	Low	moderate	moderate	moderate	High	Moderate
973	217N	217N	03	0.84	Low	High	Low	Low	low	high	moderate	High	High
397	217Q	217Q	03	0.17	High	High	Low	Low	low	high	moderate	High	High
396	217R	217R	03	0.92	Low	High	Low	Low	low	high	moderate	High	High
936	217R1	217R1	03	0.30	Low	High	High	Low	low	high	moderate	High	High
456	217T	217T	03	0.61	Low	High	Low	Low	low	high	moderate	High	High
398	218A	218A	02	2.57	Low	High	Moderate	Moderate	moderate	moderate	moderate	High	Moderate
1007	218F	218F	02	0.14	Low	Low	Low	Moderate	low	high	moderate	Moderate	High
1141	218G	218G	02	2.99	Low	High	Low	Moderate	moderate	moderate	moderate	High	Moderate
686	219I	219I	07	0.89	Low	Moderate	Low	Moderate	high	low	low	High	Low
495	219J	219J	07	1.20	Low	Moderate	Low	Moderate	high	low	low	High	Low
702	22	22d	07	0.09	Low	Moderate	Low	Low	high	low	low	High	Low
95	22	22o	07	3.78	High	High	Low	Moderate	low	high	moderate	High	High
153	220	220d	07	1.53	Low	Moderate	Low	Moderate	high	low	low	High	Low
455	220	220o	02	0.54	Low	High	Low	Moderate	low	high	moderate	High	High
797	220A	220A	07	0.27	Low	Moderate	Low	Moderate	low	high	moderate	Moderate	High
900	221A	221Aa	07	2.37	Low	High	Low	Moderate	low	moderate	moderate	High	Moderate
78	221A	221Ad	07	1.22	Low	High	Low	Low	high	low	low	High	Low
1265	221C	221C	07	1.49	Low	High	Low	Moderate	high	low	low	High	Low
79	221E	221E	07	0.45	Low	Moderate	Low	Moderate	low	high	moderate	Moderate	High
48	221G	221G	07	0.32	Low	Moderate	Low	Low	high	low	low	High	Low
542	224F	224F	07	0.19	Low	Moderate	Moderate	Low	moderate	moderate	moderate	Moderate	Moderate
479	224M?	224M?	07	1.04	Low	Moderate	Low	Low	low	high	low	Moderate	High
963	224T	224T	07	1.08	Low	Low	Low	Low	low	high	moderate	Low	High
245	225A1	225A1	02	2.47	Low	High	Low	Moderate	moderate	moderate	moderate	High	Moderate
845	225A2	225A2	02	0.49	Low	Moderate	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate
844	225B	225B	02	2.00	Moderate	High	Low	Moderate	moderate	moderate	moderate	High	Moderate
843	225C	225C	02	1.24	Low	High	Low	High	moderate	moderate	moderate	High	Moderate
1289	225D	225D	02	0.53	Low	Moderate	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate
178	225T1	225T1	02	0.35	Low	Moderate	Moderate	Moderate	moderate	moderate	moderate	Moderate	Moderate
1157	226	226	07	0.28	Low	Low	Low	Low	high	low	low	High	Low
1050	228	228	02	2.59	Low	Low	Low	Low	high	low	low	High	Low
177	228A	228A	02	0.22	Low	Low	Low	Low	moderate	moderate	moderate	Moderate	Moderate
176	228E	228E	02	0.11	Low	Low	Low	Low	moderate	moderate	moderate	Moderate	Moderate
124	229A	229A	07	1.09	Low	Moderate	Low	Low	moderate	moderate	moderate	Moderate	Moderate
123	229B	229B	07	0.30	Low	Moderate	Low	Low	high	low	low	High	Low
122	229C	229C	07	0.60	Low	Moderate	Low	Low	high	low	low	High	Low
883	229E	229E	07	0.99	Low	Moderate	Low	Moderate	high	low	low	High	Low
882	229F	229F	07	0.64	Low	Moderate	Low	Moderate	high	low	low	High	Low

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884	229G	229G	07	0.35	Low	Moderate	Low	Moderate	high	low	low	High	Low
881	229G1	229G1	07	0.28	Low	Moderate	Low	Moderate	high	low	low	High	Low
880	229H	229H	07	0.55	Low	Moderate	Low	Moderate	high	low	low	High	Low
1229	229I	229I	07	0.30	Low	Moderate	Low	Moderate	high	low	low	High	Low
1228	229J1	229J1	07	0.10	Low	Moderate	Low	Moderate	high	low	low	High	Low
406	237B	237B	02	0.54	Low	Moderate	Low	Moderate	low	high	moderate	Moderate	High
487	237C	237C	02	3.83	Low	High	Low	High	low	moderate	moderate	High	Moderate
486	23A	23A	02	2.73	Low	High	Low	Moderate	moderate	moderate	moderate	High	Moderate
204	249J	249J	01	0.12	Low	Moderate	High	Moderate	low	high	moderate	High	High
414	249K	249K	06	0.32	Low	High	Moderate	High	low	high	moderate	High	High
311	249N	249N	01	0.07	Low	Moderate	High	Moderate	low	high	moderate	High	High
267	249T	249T	01	0.69	Low	High	Low	Moderate	low	high	moderate	High	High
1098	24K	24K	06	0.19	Low	High	Low	High	low	high	moderate	High	High
362	24U	24U	01	1.09	High	High	Moderate	High	low	high	moderate	High	High
507	25D	25D	01	2.59	High	High	High	High	low	high	moderate	High	High
186	25G	25G	01	1.61	High	Moderate	Moderate	Moderate	moderate	moderate	moderate	High	Moderate
770	25H1	25H1	01	0.18	Low	High	Low	High	moderate	moderate	moderate	High	Moderate
140	25I1	25I1	01	1.09	High	High	Moderate	Moderate	low	high	moderate	High	High
857	25J2	25J2	01	0.25	Low	High	Low	High	moderate	moderate	moderate	High	Moderate
185	25S	25S	01	1.09	Low	High	Moderate	High	low	high	moderate	High	High
953	260A	260A	02	0.74	Low	Low	Low	Low	low	high	moderate	Low	High
545	260B	260B	02	2.60	High	Low	Low	Low	low	high	moderate	High	High
139	260H	260H	02	0.57	Low	High	Low	Moderate	low	high	moderate	High	High
1103	261C	261C	06	0.76	Low	High	Low	High	moderate	moderate	moderate	High	Moderate
1104	261F	261F	06	0.57	Low	Moderate	Moderate	High	moderate	moderate	moderate	High	Moderate
1252	263	263	07	1.55	Low	High	Low	High	moderate	high	high	High	High
484	265B	265B	02	1.31	Low	Low	Low	Low	low	moderate	moderate	Low	Moderate
483	265C	265C	02	1.19	Low	Moderate	Low	Low	low	moderate	moderate	Moderate	Moderate
482	265D	265D	02	0.42	Low	Low	Low	Low	moderate	moderate	moderate	Moderate	Moderate
481	265E	265E	02	0.28	Low	Low	Low	Low	moderate	moderate	moderate	Moderate	Moderate
711	265F	265F	02	3.19	Low	High	Low	Moderate	moderate	moderate	moderate	High	Moderate
1264	266E1	266E1	07	0.99	Low	Moderate	Low	Low	high	low	low	High	Low
1263	266E2	266E2	07	1.23	Low	Moderate	Low	Low	high	low	low	High	Low
360	267	267d	07	1.27	Low	High	High	Low	high	low	low	High	Low
384	267?	267?o	07	0.41	Low	Moderate	High	Low	low	high	moderate	High	High
996	267A1	267A1	07	0.12	Low	Low	Low	Moderate	high	low	low	High	Low
926	267B	267B	07	0.74	Low	Moderate	Low	Moderate	high	low	low	High	Low
1222	267F	267F	07	0.98	High	Moderate	Moderate	Low	low	moderate	moderate	High	Moderate
380	267K	267K	07	0.10	Low	Moderate	Low	Moderate	low	high	moderate	Moderate	High
800	271	271	07	5.28	High	High	Moderate	Moderate	low	moderate	low	High	Moderate
1225	271A	271A	07	1.52	Low	Moderate	Low	Moderate	low	moderate	moderate	Moderate	Moderate
1183	271C	271Ca	07	0.13	Low	Moderate	Low	Low	low	moderate	moderate	Moderate	Moderate

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533	271C	271Cc	07	0.38	Low	Moderate	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate
117	271C	271Cd	07	0.22	Low	Moderate	Low	Low	high	low	low	High	Low
296	271D	271D	07	0.22	Low	Moderate	Low	Moderate	low	high	moderate	Moderate	High
297	271G	271G	07	0.61	Low	Moderate	Low	Moderate	high	low	low	High	Low
1181	271K	271Ka	07	0.28	Low	Moderate	Low	Low	low	high	moderate	Moderate	High
118	271K	271Kd	07	0.22	Low	Moderate	Low	Low	high	low	low	High	Low
119	271L	271L	07	0.42	Low	Moderate	Low	Low	high	low	low	High	Low
1182	2720E	2720E	07	0.24	Low	Moderate	Low	Low	low	high	moderate	Moderate	High
1075	2726L	2726L	07	0.26	High	Moderate	Moderate	Low	low	high	moderate	High	High
157	275I	275I	01	0.71	High	High	High	Moderate	low	high	moderate	High	High
457	277B	277B	02	0.55	Low	Low	Low	Moderate	low	high	moderate	Moderate	High
40	281D	281D	01	0.11	High	High	High	Moderate	low	high	moderate	High	High
654	281E	281E	01	0.25	High	High	Low	Moderate	moderate	moderate	moderate	High	Moderate
1089	281J	281J	01	0.15	High	High	High	Low	low	high	moderate	High	High
608	281V	281V	01	0.33	High	High	High	Moderate	low	high	moderate	High	High
385	283B	283B	07	0.69	Low	Moderate	Moderate	Low	low	high	moderate	Moderate	High
537	283D	283D	07	0.15	Low	Moderate	Low	Moderate	high	low	low	High	Low
235	283D2	283D2	07	0.56	Low	Moderate	Low	Moderate	high	low	low	High	Low
535	283E1	283E1c	07	0.33	Low	Moderate	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate
536	283E1	283E1d	07	0.45	Low	Moderate	Low	High	high	low	low	High	Low
234	283G	283G	07	0.71	Low	Moderate	Low	Low	high	low	low	High	Low
489	285B	285B	06	0.12	Low	Moderate	Moderate	High	low	high	moderate	High	High
596	285D	285D	06	0.87	Low	High	Moderate	High	high	low	low	High	Low
729	285F	285F	06	0.86	Low	High	Moderate	High	moderate	moderate	moderate	High	Moderate
490	285J	285J	06	0.28	Low	High	Low	High	low	high	moderate	High	High
965	2A	2A	07	0.56	Low	Low	Moderate	Low	moderate	moderate	moderate	Moderate	Moderate
964	2B	2B	07	0.50	Low	Low	Moderate	Low	moderate	moderate	moderate	Moderate	Moderate
372	2C	2C	07	0.57	Low	Low	Moderate	Low	high	low	low	High	Low
189	300	300	02	21.33	High	High	High	Moderate	low	moderate	moderate	High	Moderate
989	3001	3001	01	0.69	Moderate	High	High	Moderate	moderate	moderate	moderate	High	Moderate
214	300G	300G	02	0.45	Low	Moderate	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate
188	300S	300S	02	0.94	Low	Moderate	Low	Moderate	low	high	moderate	Moderate	High
1216	300Y2	300Y2	02	0.34	Low	Moderate	High	Moderate	low	high	moderate	High	High
773	301	301	01	1.67	High	High	Moderate	Moderate	low	high	moderate	High	High
975	33	33	02	4.53	Low	Moderate	Low	Low	moderate	moderate	moderate	Moderate	Moderate
835	332B	332B	02	0.57	Low	Low	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate
834	34A	34A	02	0.14	Low	Moderate	Low	Low	moderate	moderate	moderate	Moderate	Moderate
146	34C	34Cc	02	0.29	Low	Moderate	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate
1147	34C	34Cd	02	1.20	Low	Moderate	Low	Moderate	high	low	low	High	Low
833	34C2	34C2	02	1.23	Low	Moderate	Moderate	Moderate	moderate	moderate	moderate	Moderate	Moderate
832	34D	34D	02	1.31	Low	Moderate	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate
100	34E	34E	02	0.71	Low	Moderate	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate

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1171	34H	34H	02	0.31	Low	Moderate	Low	Low	low	high	moderate	Moderate	High
226	34J	34J	02	0.42	Low	Moderate	Moderate	Moderate	moderate	moderate	moderate	Moderate	Moderate
948	34J2	34J2	02	0.20	Low	Moderate	Low	Low	moderate	moderate	moderate	Moderate	Moderate
1010	34K	34K	02	0.99	Low	High	Moderate	Moderate	moderate	moderate	moderate	High	Moderate
246	34L	34L	02	0.59	Low	Moderate	Moderate	Low	moderate	moderate	moderate	Moderate	Moderate
947	35	35	02	0.22	Low	Moderate	Moderate	Moderate	moderate	moderate	moderate	Moderate	Moderate
946	35A	35A	02	0.66	Low	Low	Moderate	Moderate	moderate	moderate	moderate	Moderate	Moderate
945	35B	35B	02	0.05	Low	Low	Moderate	Moderate	moderate	moderate	moderate	Moderate	Moderate
944	35C	35C	02	0.17	Low	Low	Moderate	Moderate	moderate	moderate	moderate	Moderate	Moderate
227	35D	35D	02	0.24	Low	Low	Moderate	Moderate	moderate	moderate	moderate	Moderate	Moderate
497	35E	35E	02	0.26	Low	Low	Moderate	Moderate	moderate	moderate	moderate	Moderate	Moderate
156	3711	3711	01	0.30	Low	Moderate	Low	High	moderate	moderate	moderate	High	Moderate
997	377C	377C	02	0.93	Low	Low	Low	Low	moderate	moderate	moderate	Moderate	Moderate
858	377G	377G	02	0.56	Low	Low	Low	Low	moderate	moderate	moderate	Moderate	Moderate
841	37D	37D	01	3.03	Low	High	Moderate	High	low	high	moderate	High	High
838	37J	37J	01	1.86	Low	High	Moderate	High	moderate	moderate	moderate	High	Moderate
232	3A	3A	07	0.54	Low	Moderate	Moderate	Low	high	low	low	High	Low
736	3A1	3A1	07	0.22	Low	Moderate	Moderate	Moderate	high	low	low	High	Low
739	3B	3B	07	0.60	Low	Moderate	Moderate	Moderate	high	low	low	High	Low
383	3D	3D	07	2.43	Low	High	Low	Moderate	moderate	moderate	moderate	High	Moderate
382	3D1	3D1	07	0.12	Low	Moderate	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate
927	3E	3Ed	07	1.39	Low	Moderate	Low	Moderate	high	low	low	High	Low
928	3E	3Eo	07	0.06	Low	Moderate	Low	Low	low	high	moderate	Moderate	High
560	40	40	02	1.99	Low	High	High	High	moderate	moderate	moderate	High	Moderate
450	402	402	06	0.53	Low	High	High	High	moderate	moderate	moderate	High	Moderate
451	402A	402A	06	0.08	Low	High	Moderate	High	moderate	moderate	moderate	High	Moderate
532	403F	403F	01	1.77	Low	High	High	High	low	high	moderate	High	High
698	403N	403N	01	0.81	Low	High	Moderate	Moderate	low	high	moderate	High	High
697	403W	403W	01	0.21	Low	High	Moderate	Moderate	low	high	moderate	High	High
255	404B	404B	06	0.08	Low	Low	Low	Low	low	high	moderate	Low	High
415	404C	404C	06	0.99	Low	High	Moderate	Moderate	low	high	moderate	High	High
839	405D	405D	01	1.63	Low	High	Low	Moderate	low	high	moderate	High	High
663	4075D1	4075D1	03	0.76	High	High	Low	Moderate	low	high	moderate	High	High
662	4086	4086	03	0.22	Low	High	Low	Low	low	high	moderate	High	High
1290	409E	409E	06	1.44	Low	High	High	High	low	high	moderate	High	High
727	409F	409F	06	0.47	Low	High	Low	High	low	high	moderate	High	High
41	409G	409G	06	0.95	Low	Moderate	Low	High	low	high	moderate	High	High
280	409I	409I	06	0.35	Low	High	Low	High	low	high	moderate	High	High
195	409I	409Id	06	0.93	Low	High	High	High	high	low	low	High	Low
194	409I	409Io	06	0.20	Low	High	High	High	low	high	moderate	High	High
720	415	415	02	2.09	Low	Moderate	High	Moderate	moderate	moderate	moderate	High	Moderate
719	415C	415C	02	0.56	Low	Moderate	High	Moderate	moderate	moderate	moderate	High	Moderate

OBJECTID	ID	TEMP_ID	DIST_NO	GIS MILES	RISK_REC	RISK_FISH	RISK_WILD	RISK_WATSHD	RISK_DISTRICT	DIST_VALUE	ENG_VALUE	RISK FINAL	VALUE FINAL
718	415D	415D	02	0.41	Low	Moderate	High	Moderate	moderate	moderate	moderate	High	Moderate
141	416	416	01	0.46	High	High	High	Moderate	low	high	moderate	High	High
453	4221B	4221B	03	2.00	High	Low	Low	Low	low	high	moderate	High	High
454	4221L	4221L	03	1.38	High	High	Low	Low	low	high	moderate	High	High
441	4234S	4234S	03	0.21	Low	High	Low	Low	low	high	moderate	High	High
230	44A	44A	07	0.49	Low	Moderate	Low	High	high	low	low	High	Low
613	45D	45Dc	07	0.06	Low	Moderate	High	Low	moderate	moderate	moderate	High	Moderate
933	45D	45Dd	07	0.28	Low	Moderate	High	Low	high	low	low	High	Low
995	45J	45J	07	0.38	Low	Low	Moderate	Moderate	high	low	low	High	Low
994	45J1	45J1	07	0.05	Low	Low	Low	Low	high	low	low	High	Low
919	45L	45L	07	0.52	Low	Moderate	Low	Moderate	high	low	low	High	Low
918	45L1	45L1	07	0.53	Low	Moderate	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate
993	45M	45M	07	0.38	Low	Moderate	Low	Low	high	low	low	High	Low
361	45N	45N	07	0.28	Low	Moderate	Low	Low	high	low	low	High	Low
301	466	466	02	1.71	Low	Low	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate
898	475E1	475E1	03	0.31	High	Moderate	Low	Moderate	low	high	moderate	High	High
897	475H	475H	03	0.24	High	High	Low	Moderate	low	high	moderate	High	High
896	475I	475I	03	1.27	High	High	Low	Moderate	high	low	low	High	Low
837	475N	475N	03	2.81	High	High	Low	Moderate	moderate	moderate	moderate	High	Moderate
213	488B	488B	02	2.96	Low	High	Low	Moderate	low	moderate	moderate	High	Moderate
907	488D	488D	02	0.91	Low	High	Low	Moderate	moderate	moderate	moderate	High	Moderate
906	488F	488F	02	1.50	Low	Moderate	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate
957	488G	488G	02	0.59	Low	Low	Low	Low	moderate	moderate	moderate	Moderate	Moderate
956	488H	488H	02	0.78	Low	Moderate	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate
859	488K	488K	02	0.78	Low	Low	Low	Moderate	low	high	moderate	Moderate	High
860	488N	488N	02	3.86	Low	Low	Low	Low	low	high	moderate	Low	High
1051	488P	488P	02	0.34	Low	Low	Low	Low	moderate	moderate	moderate	Moderate	Moderate
498	488Q	488Q	02	0.64	Low	Moderate	Low	Moderate	low	high	moderate	Moderate	High
93	504B	504B	02	0.22	Low	Moderate	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate
91	504C	504C	02	0.70	Low	High	Low	Moderate	moderate	moderate	moderate	High	Moderate
696	504D	504D	02	4.61	Low	High	Low	Moderate	moderate	moderate	moderate	High	Moderate
695	504E	504E	02	0.17	Low	Moderate	Low	Low	moderate	moderate	moderate	Moderate	Moderate
211	504H	504H	02	0.19	Low	Moderate	Low	Low	moderate	moderate	moderate	Moderate	Moderate
949	54	54	03	1.21	High	High	Low	High	low	high	moderate	High	High
1133	54D	54D	03	0.42	High	Low	Low	Low	high	low	low	High	Low
164	54D1	54D1	03	0.58	High	Low	Low	Low	low	high	moderate	High	High
163	54D3	54D3	03	0.24	High	Low	Low	Low	low	high	moderate	High	High
162	54E	54E	03	0.17	High	Low	Low	Low	low	high	moderate	High	High
12	54F	54F	03	0.47	High	Low	Low	Low	low	high	moderate	High	High
474	54H	54H	03	0.29	High	Low	Low	Low	low	high	moderate	High	High
196	554A	554A	06	0.32	Low	High	High	High	low	high	moderate	High	High
1130	567D	567D	01	0.28	Low	High	Low	Moderate	low	high	moderate	High	High

OBJECTID	ID	TEMP_ID	DIST_NO	GIS MILES	RISK_REC	RISK_FISH	RISK_WILD	RISK_WATSHD	RISK_DISTRICT	DIST_VALUE	ENG_VALUE	RISK FINAL	VALUE FINAL
208	56B	56B	02	0.65	Low	High	Moderate	High	moderate	moderate	moderate	High	Moderate
1033	56C	56C	02	0.17	Low	High	Moderate	Moderate	moderate	moderate	moderate	High	Moderate
319	56G	56G	02	1.85	Moderate	Moderate	Moderate	Moderate	moderate	moderate	moderate	Moderate	Moderate
318	56G1	56G1	02	0.62	Low	Moderate	Moderate	High	moderate	moderate	moderate	High	Moderate
317	56G2	56G2	02	0.44	Moderate	Moderate	Moderate	High	moderate	moderate	moderate	High	Moderate
316	56G3	56G3	02	0.67	Moderate	Moderate	High	High	moderate	moderate	moderate	High	Moderate
70	56I	56I	02	0.52	Low	High	Low	Moderate	moderate	moderate	moderate	High	Moderate
1126	56K	56K	02	0.96	Moderate	Moderate	Moderate	High	moderate	moderate	moderate	High	Moderate
112	57	57	06	1.75	Low	High	High	High	low	high	moderate	High	High
1132	571A	571A	01	0.36	Low	High	High	Moderate	moderate	moderate	moderate	High	Moderate
1000	571C	571C	01	0.24	Low	High	High	Low	low	high	moderate	High	High
765	573	573	01	1.43	Low	High	High	High	moderate	moderate	moderate	High	Moderate
1061	574	574	01	1.41	Low	High	Moderate	High	low	high	moderate	High	High
904	576B	576B	01	0.38	Low	High	Low	High	moderate	moderate	moderate	High	Moderate
1101	576C	576C	01	0.10	Low	High	Moderate	High	low	high	moderate	High	High
263	577A	577A	01	0.16	Low	Low	High	Moderate	low	high	moderate	High	High
1106	57A	57A	06	2.91	Low	High	High	High	low	high	moderate	High	High
368	57C	57C	06	0.12	Low	High	High	High	low	high	moderate	High	High
950	57G	57G	06	0.49	Low	High	High	High	low	high	moderate	High	High
878	582	582	01	0.62	Low	High	Low	High	moderate	moderate	moderate	High	Moderate
193	587D	587D	03	0.18	Low	High	Moderate	Low	moderate	moderate	moderate	High	Moderate
855	58A	58A	01	0.20	Low	Moderate	Moderate	Moderate	low	high	moderate	Moderate	High
1092	58H	58H	01	1.25	High	High	Moderate	Moderate	low	high	moderate	High	High
960	5A	5A	07	0.45	Low	Moderate	Low	Low	moderate	moderate	moderate	Moderate	Moderate
962	5B	5B	07	0.97	Low	Moderate	Moderate	Low	moderate	moderate	moderate	Moderate	Moderate
961	5C	5C	07	1.09	Low	High	High	Moderate	moderate	moderate	moderate	High	Moderate
437	5D	5D	07	0.60	Low	Low	High	Low	moderate	moderate	moderate	High	Moderate
252	60C	60Cd	06	0.65	Low	High	Moderate	High	high	low	low	High	Low
191	60C	60Co	06	0.63	Low	High	High	High	low	high	moderate	High	High
1062	60E	60E	01	0.86	Moderate	High	High	High	moderate	moderate	moderate	High	Moderate
433	60G	60G	06	0.12	Low	High	Low	High	high	low	low	High	Low
330	61Q	61Q	06	0.40	Low	Low	Moderate	Low	low	high	moderate	Moderate	High
19	627A	627A	03	0.65	High	High	Low	Moderate	moderate	moderate	moderate	High	Moderate
991	62B	62B	02	0.97	Moderate	High	Moderate	Moderate	moderate	moderate	moderate	High	Moderate
407	62E	62E	02	1.77	Low	Moderate	Moderate	Moderate	moderate	moderate	moderate	Moderate	Moderate
644	64B	64B	06	0.38	Low	High	High	Low	low	high	moderate	High	High
781	64C	64C	06	0.32	Low	High	Low	Low	moderate	moderate	moderate	High	Moderate
256	64D	64D	06	0.55	Low	High	Moderate	Low	low	high	moderate	High	High
1066	64F	64F	06	2.83	Low	High	High	Moderate	low	high	moderate	High	High
257	65A	65A	06	0.14	Low	Low	Low	Low	high	low	low	High	Low
1064	65E	65E	06	0.50	Low	Low	High	Low	moderate	moderate	moderate	High	Moderate
530	65L	65L	06	0.16	Low	Low	Low	Low	low	high	moderate	Low	High

OBJECTID	ID	TEMP_ID	DIST_NO	GIS MILES	RISK_REC	RISK_FISH	RISK_WILD	RISK_WATSHD	RISK_DISTRICT	DIST_VALUE	ENG_VALUE	RISK FINAL	VALUE FINAL
1082	688A	688A	06	1.84	Low	High	High	High	low	high	moderate	High	High
488	688J	688J	06	0.11	Low	High	High	High	low	high	moderate	High	High
1210	689	689	06	9.77	Low	High	Low	High	low	high	moderate	High	High
1209	689H	689H	06	0.93	Low	Low	Low	Low	low	high	moderate	Low	High
299	68D	68D	06	0.64	Low	High	Low	High	low	high	moderate	High	High
866	68G	68G	01	0.73	Low	High	Moderate	High	low	high	moderate	High	High
298	68J	68J	06	0.37	Low	High	Moderate	High	low	high	moderate	High	High
224	68O	68O	06	0.22	Low	High	High	High	low	high	moderate	High	High
225	68P	68P	06	0.17	Low	High	Moderate	High	low	high	moderate	High	High
223	68Q	68Q	06	0.89	Low	High	Moderate	High	low	high	moderate	High	High
1096	68Q1	68Q1	06	0.13	Low	High	Low	High	low	high	moderate	High	High
1099	68Q2	68Q2	06	0.28	Low	High	Low	High	low	high	moderate	High	High
244	68S	68S	06	0.23	Low	High	Moderate	High	low	high	moderate	High	High
1097	68T	68T	06	0.31	Low	High	Moderate	High	low	high	moderate	High	High
1275	68U	68U	06	0.82	Low	High	High	High	low	high	moderate	High	High
83	68W	68W	06	0.99	Low	High	High	High	low	high	moderate	High	High
84	68W1	68W1	06	0.20	Low	High	Moderate	High	low	high	moderate	High	High
823	68W2	68W2	06	0.11	Low	High	High	High	low	high	moderate	High	High
555	691	691	01	1.79	Low	High	High	Low	moderate	moderate	moderate	High	Moderate
569	691B	691B	06	0.29	Low	Low	Low	Low	low	high	moderate	Low	High
279	691I	691I	06	0.23	Low	Low	High	Moderate	low	high	moderate	High	High
286	692	692	06	2.17	Low	High	Low	Low	low	high	moderate	High	High
540	6A	6A	07	0.35	Low	Moderate	Low	Low	low	moderate	moderate	Moderate	Moderate
539	6B	6B	07	0.78	Low	Moderate	Moderate	Low	low	moderate	moderate	Moderate	Moderate
538	6C	6C	07	0.44	Low	Low	Low	Low	low	moderate	moderate	Low	Moderate
373	6D	6D	07	0.79	Low	Moderate	Moderate	Moderate	low	moderate	moderate	Moderate	Moderate
680	6E	6E	07	1.04	Low	Moderate	High	Low	low	moderate	moderate	High	Moderate
1221	6H	6H	07	0.89	Low	High	Moderate	Moderate	low	high	moderate	High	High
541	6L	6L	07	0.62	Low	Low	Moderate	Low	high	low	low	High	Low
751	701	701	01	4.71	Low	High	Moderate	High	low	high	moderate	High	High
236	701B	701B	01	1.00	Low	High	High	Moderate	low	high	moderate	High	High
247	701E	701E	01	1.55	Low	High	Moderate	High	low	high	moderate	High	High
18	712B	712B	03	0.16	High	Low	Low	Low	low	high	moderate	High	High
17	712C	712C	03	0.24	Low	Low	Low	Low	low	high	moderate	Low	High
67	712D	712D	03	0.29	High	Low	Low	Low	low	high	moderate	High	High
66	712E	712E	03	0.17	High	Low	Low	Low	low	high	moderate	High	High
565	716	716	02	2.05	Low	Moderate	Moderate	Moderate	moderate	moderate	moderate	Moderate	Moderate
96	717A	717A	02	1.24	Low	High	Moderate	High	moderate	moderate	moderate	High	Moderate
231	717B	717B	02	1.58	Low	Moderate	Moderate	Moderate	low	high	moderate	Moderate	High
776	717D	717D	02	0.51	Low	Moderate	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate
775	717O	717O	02	1.92	Low	High	Moderate	Moderate	moderate	moderate	moderate	High	Moderate
774	717Q	717Q	02	0.46	Low	Moderate	Moderate	Moderate	moderate	moderate	moderate	Moderate	Moderate

OBJECTID	ID	TEMP_ID	DIST_NO	GIS MILES	RISK_REC	RISK_FISH	RISK_WILD	RISK_WATSHD	RISK_DISTRICT	DIST_VALUE	ENG_VALUE	RISK FINAL	VALUE FINAL
45	717S	717S	02	0.25	Low	Moderate	Moderate	Moderate	moderate	moderate	moderate	Moderate	Moderate
585	72H	72H	06	0.10	Low	High	Low	High	low	high	moderate	High	High
701	72I	72I	06	0.08	Low	High	Low	High	moderate	moderate	moderate	High	Moderate
320	72I2	72I2	06	0.17	Low	High	Low	High	low	high	moderate	High	High
1019	72J	72J	06	4.17	Low	High	High	High	low	high	moderate	High	High
1020	72L	72L	06	0.61	Low	High	Low	High	low	high	moderate	High	High
822	72M1	72M1	06	0.31	Low	High	Low	High	low	high	moderate	High	High
766	75A	75A	02	0.26	Low	Moderate	High	Moderate	moderate	moderate	moderate	High	Moderate
305	75C	75C	02	1.52	Low	High	Moderate	Moderate	moderate	moderate	moderate	High	Moderate
304	75E	75E	02	0.55	Low	Moderate	Low	High	moderate	moderate	moderate	High	Moderate
175	75F	75F	02	1.06	Low	Moderate	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate
980	75K	75K	02	1.04	Low	Moderate	Moderate	Moderate	moderate	moderate	moderate	Moderate	Moderate
1276	76C1	76C1	02	0.44	Low	Low	Low	Moderate	low	high	moderate	Moderate	High
544	76L	76L	02	0.45	Low	Low	Low	Moderate	low	high	moderate	Moderate	High
1278	76N	76N	02	0.57	Low	Low	Low	Moderate	low	high	moderate	Moderate	High
1277	76Q	76Q	02	0.23	Low	Low	Low	Moderate	low	high	moderate	Moderate	High
233	7B2	7B2	07	0.56	Low	Moderate	Low	Low	high	low	low	High	Low
136	7C	7C	07	0.46	Low	Moderate	Moderate	Moderate	low	high	moderate	Moderate	High
666	7D	7D	07	0.85	Low	Moderate	Low	Moderate	high	low	low	High	Low
665	7F	7F	07	1.00	Low	Moderate	Low	Low	high	low	low	High	Low
137	7G	7G	07	1.18	Low	Moderate	Low	Moderate	high	low	low	High	Low
1288	7H	7H	07	0.75	Low	Low	Low	Low	low	high	moderate	Low	High
205	7K	7K	07	0.87	Low	Moderate	Moderate	Moderate	low	high	moderate	Moderate	High
1220	8	8	07	1.45	Low	High	High	High	moderate	moderate	moderate	High	Moderate
578	80	80	02	1.02	Low	Moderate	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate
452	8001	8001d	06	2.12	Low	High	High	High	high	low	low	High	Low
668	8001	8001o	06	0.81	Low	High	High	Low	low	high	moderate	High	High
1025	8001K	8001K	06	0.38	Low	High	High	Low	low	high	moderate	High	High
669	8002	8002	06	0.18	Low	High	High	Low	low	high	moderate	High	High
571	8003	8003	06	3.21	Low	High	High	High	low	high	moderate	High	High
1208	8005	8005	06	2.41	Low	High	Low	High	low	high	moderate	High	High
519	8007A	8007A	06	0.19	Low	Moderate	Moderate	High	high	low	low	High	Low
367	8009	8009	06	0.21	Low	High	High	High	low	high	moderate	High	High
637	8036	8036	06	0.47	High	High	Low	High	low	high	moderate	High	High
323	8037A	8037A	06	0.34	Low	High	Moderate	High	low	high	moderate	High	High
285	8040	8040	06	1.21	Low	High	Moderate	High	moderate	moderate	moderate	High	Moderate
327	8040C	8040C	06	0.11	Low	High	Moderate	High	low	high	moderate	High	High
229	8041	8041	06	0.89	Low	High	High	High	moderate	moderate	moderate	High	Moderate
253	8043B	8043B	06	0.14	Low	High	Low	High	low	high	moderate	High	High
731	8043B1	8043B1	06	0.40	Low	High	Low	High	low	high	moderate	High	High
198	8043C	8043C	06	0.35	Low	Moderate	Low	High	low	high	moderate	High	High
848	8057P	8057P	01	2.09	Moderate	High	High	High	low	high	moderate	High	High

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847	8057T	8057T	01	1.44	Moderate	High	High	High	low	high	moderate	High	High
111	8058	8058	01	0.56	Low	High	High	Moderate	moderate	moderate	moderate	High	Moderate
659	8062	8062	01	0.75	Low	High	High	High	moderate	moderate	moderate	High	Moderate
173	8063	8063	01	0.45	Moderate	High	High	High	low	high	moderate	High	High
272	8070A	8070A	06	0.98	Moderate	High	High	High	moderate	moderate	moderate	High	Moderate
160	8070C	8070Co	06	0.57	Low	Moderate	Low	High	low	high	moderate	High	High
653	8075	8075	01	0.25	Low	Moderate	High	High	low	high	moderate	High	High
268	8080	8080	01	1.91	Low	High	Moderate	High	low	high	moderate	High	High
716	8083	8083	01	0.70	Low	High	Low	Moderate	low	high	moderate	High	High
715	8083A	8083A	01	0.46	Low	High	Low	High	moderate	moderate	moderate	High	Moderate
846	8096	8096	01	0.23	Low	High	Low	Moderate	low	high	moderate	High	High
421	80B	80B	02	0.19	Low	Moderate	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate
772	8101	8101	01	1.05	High	High	Moderate	High	low	high	moderate	High	High
1105	8112	8112	06	0.50	Low	High	Low	High	low	high	moderate	High	High
1197	8112A	8112A	06	0.43	Moderate	High	Moderate	High	high	low	low	High	Low
638	8115D	8115D	06	0.50	Low	High	Moderate	High	moderate	moderate	moderate	High	Moderate
491	8116	8116	06	0.44	Low	High	Low	High	low	high	moderate	High	High
639	8120	8120	06	0.18	Low	High	Low	High	low	high	moderate	High	High
712	8141	8141	01	1.54	Low	High	Low	High	low	high	moderate	High	High
521	8153D	8153D	01	0.15	Low	High	High	Moderate	low	high	moderate	High	High
520	8153M	8153M	01	0.15	Low	High	Low	Low	moderate	moderate	moderate	High	Moderate
840	8169	8169	01	1.05	Low	High	Low	Moderate	low	high	moderate	High	High
155	81R	81R	01	0.27	Low	High	Moderate	High	low	high	moderate	High	High
763	8203	8203	01	0.57	Low	High	Moderate	High	moderate	moderate	moderate	High	Moderate
764	8214	8214	01	1.26	Low	High	Moderate	Moderate	low	high	moderate	High	High
850	8235	8235	01	1.39	Low	Moderate	High	Moderate	low	high	moderate	High	High
1168	8249F	8249F	01	0.16	Low	High	Moderate	High	moderate	moderate	moderate	High	Moderate
1094	8249S4	8249S4	01	0.37	Moderate	High	Moderate	Moderate	moderate	moderate	moderate	High	Moderate
282	8252	8252	06	1.31	High	High	Moderate	High	low	high	moderate	High	High
492	8262	8262	06	5.75	Low	High	High	Moderate	low	high	moderate	High	High
1213	8262B	8262B	06	0.34	Low	Low	Low	Low	low	high	moderate	Low	High
1212	8262C	8262C	06	0.45	Low	Low	Low	Low	low	high	moderate	Low	High
329	8262D	8262D	06	0.14	Low	Low	Low	Low	low	high	moderate	Low	High
331	8262E	8262E	06	0.41	Low	Low	Low	Low	low	high	moderate	Low	High
1131	8281	8281	01	1.36	Low	High	Moderate	High	moderate	moderate	moderate	High	Moderate
1093	8283	8283	01	0.42	Low	High	Low	Moderate	low	high	moderate	High	High
750	8304	8304	06	1.38	Low	High	High	High	low	high	moderate	High	High
56	8307C	8307C	01	0.89	Low	High	Low	Moderate	low	high	moderate	High	High
55	8307C2	8307C2	01	1.26	Low	High	Moderate	Moderate	low	high	moderate	High	High
65	8308	8308	03	1.33	Low	High	Low	Low	low	high	moderate	High	High
64	8309	8309	03	0.63	Low	High	Low	Low	low	high	moderate	High	High
63	8310	8310	03	0.25	Low	High	Low	Low	low	high	moderate	High	High

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752	8315	8315	01	4.51	High	High	High	High	low	high	moderate	High	High
33	8320	8320	03	0.79	Low	High	Low	Moderate	low	high	moderate	High	High
32	8320B	8320B	03	0.10	Low	High	Low	Low	low	high	moderate	High	High
68	8323	8323	03	0.04	Low	High	Low	Low	low	high	moderate	High	High
8	8324A	8324A	03	0.19	Low	High	Low	Low	low	high	moderate	High	High
7	8325	8325	03	0.25	Low	High	Low	Low	low	high	moderate	High	High
6	8326	8326	03	3.33	High	High	Low	Low	low	high	moderate	High	High
5	8327	8327	03	1.25	Low	High	Low	Low	low	high	moderate	High	High
161	8328	8328	03	0.55	High	High	Low	Moderate	moderate	moderate	moderate	High	Moderate
748	8331	8331	01	0.52	High	High	Low	High	low	high	moderate	High	High
2	8333	8333	03	0.24	Low	High	Low	Low	low	high	moderate	High	High
749	8335	8335	01	0.91	High	High	High	High	low	high	moderate	High	High
1	8344	8344	03	0.51	High	High	High	Moderate	low	high	moderate	High	High
16	8349	8349	03	0.25	Low	High	Low	Moderate	low	high	moderate	High	High
548	8352	8352	06	1.01	Low	High	Low	High	low	high	moderate	High	High
867	8356	8356	06	3.05	Low	High	Moderate	High	low	high	moderate	High	High
42	8357	8357d	06	0.71	Low	High	Low	High	high	low	low	High	Low
43	8357	8357o	06	0.74	Low	High	Moderate	High	low	high	moderate	High	High
358	8357A	8357A	06	2.51	Low	High	High	High	low	high	moderate	High	High
1291	8358B	8358B	06	0.11	Low	High	Moderate	High	low	high	moderate	High	High
1292	8359A	8359A	06	0.60	Low	High	High	High	low	high	moderate	High	High
652	8361	8361	06	2.05	Low	High	Moderate	High	low	high	moderate	High	High
369	8361A	8361A	06	0.31	Low	High	Moderate	High	low	high	moderate	High	High
15	8364	8364	03	0.33	High	Low	Low	Low	low	high	moderate	High	High
14	8365	8365	03	1.10	High	Moderate	Low	Low	low	high	moderate	High	High
13	8366	8366	03	3.83	Low	Moderate	Low	Low	low	high	moderate	Moderate	High
10	8367	8367	03	3.91	High	High	Low	Moderate	low	high	moderate	High	High
9	8367A	8367A	03	0.26	High	High	Low	Moderate	low	high	moderate	High	High
31	8367B	8367B	03	0.54	High	High	Low	Moderate	low	high	moderate	High	High
30	8370	8370	03	0.34	High	Moderate	Low	Moderate	low	high	moderate	High	High
346	8376	8376	03	0.24	Low	Low	Low	Low	low	high	moderate	Low	High
29	8379	8379	03	0.20	High	High	Low	Moderate	low	high	moderate	High	High
28	8380	8380	03	1.45	High	High	Low	Low	low	high	moderate	High	High
27	8382	8382	03	0.40	High	High	Low	Low	low	high	moderate	High	High
26	8383	8383	03	1.35	Low	High	Low	Low	low	high	moderate	High	High
25	8385	8385	03	0.51	Low	High	Low	Low	low	high	moderate	High	High
24	8386	8386	03	1.10	Low	High	Low	Low	low	high	moderate	High	High
23	8388	8388	03	0.23	Low	High	Low	Low	low	high	moderate	High	High
877	8390	8390	01	1.09	Low	High	Moderate	High	low	high	moderate	High	High
879	8391	8391	01	2.56	Low	High	Moderate	High	moderate	moderate	moderate	High	Moderate
557	8391D	8391D	01	0.41	Low	High	Moderate	High	moderate	moderate	moderate	High	Moderate
567	8424	8424	06	0.11	Low	High	Low	High	low	high	moderate	High	High

OBJECTID	ID	TEMP_ID	DIST_NO	GIS MILES	RISK_REC	RISK_FISH	RISK_WILD	RISK_WATSHD	RISK_DISTRICT	DIST_VALUE	ENG_VALUE	RISK FINAL	VALUE FINAL
174	8424A	8424A	06	0.65	Low	High	Low	High	low	high	moderate	High	High
1172	8431	8431	01	1.56	Low	Low	Low	Low	low	high	moderate	Low	High
1174	8448	8448	01	0.14	Low	Low	Low	Low	low	high	moderate	Low	High
1175	8448A	8448A	01	0.26	Low	Low	Low	Low	low	high	moderate	Low	High
365	8449	8449	06	2.95	Low	High	High	Moderate	low	high	moderate	High	High
1211	8450	8450	06	0.13	Low	Moderate	Moderate	Low	low	high	moderate	Moderate	High
71	8455	8455	06	0.22	Low	Low	Low	Moderate	high	low	low	High	Low
432	8455A	8455A	06	0.38	Low	Moderate	High	Moderate	low	high	moderate	High	High
782	8457	8457	06	0.97	Low	High	High	Moderate	moderate	moderate	moderate	High	Moderate
167	8457A	8457A	06	0.04	Low	Low	Low	Moderate	low	high	moderate	Moderate	High
166	8457B	8457B	06	1.73	Low	High	Low	Moderate	low	high	moderate	High	High
778	8465	8465	06	0.43	Low	Low	Moderate	Moderate	low	high	moderate	Moderate	High
777	8466	8466	06	0.18	Low	Low	Moderate	Low	low	high	moderate	Moderate	High
780	8478	8478	06	0.26	Low	Low	Moderate	Moderate	low	high	moderate	Moderate	High
249	8480	8480	06	0.49	Low	Low	Low	Low	low	high	moderate	Low	High
250	8480A	8480A	06	0.45	Low	Low	Low	Low	low	high	moderate	Low	High
1018	8483	8483	06	1.37	Low	High	Low	Moderate	low	high	moderate	High	High
277	8493	8493	06	0.27	Low	Low	Low	Low	low	high	moderate	Low	High
1017	8493A	8493A	06	0.19	Low	Low	Low	Moderate	low	high	moderate	Moderate	High
998	84A	84A	02	0.17	Low	Moderate	Low	High	moderate	moderate	moderate	High	Moderate
420	84B	84B	02	3.50	Low	High	Moderate	High	moderate	moderate	moderate	High	Moderate
363	84E	84E	02	2.16	Low	High	Low	Moderate	low	high	moderate	High	High
496	84F	84F	02	1.28	Low	Moderate	Low	High	low	high	moderate	High	High
728	8516	8516	06	0.54	Low	Moderate	Low	High	high	low	low	High	Low
333	8526	8526	06	1.90	Low	Moderate	Moderate	High	low	high	moderate	High	High
288	8526C	8526C	06	0.24	Low	Moderate	Low	Low	low	high	moderate	Moderate	High
366	8534	8534	06	1.22	Low	Moderate	Moderate	Low	low	high	moderate	Moderate	High
1206	8538	8538	06	0.12	Low	Moderate	Low	High	low	high	moderate	High	High
1205	8541	8541	06	0.37	Low	Moderate	Low	High	low	high	moderate	High	High
359	8556	8556	06	0.34	Low	Moderate	Low	Moderate	low	high	moderate	Moderate	High
364	8558	8558	06	1.02	Low	Moderate	Low	High	low	high	moderate	High	High
494	8559	8559	06	0.75	Low	Moderate	Low	High	low	high	moderate	High	High
493	8560	8560	06	0.80	Low	Moderate	Low	High	low	high	moderate	High	High
1156	8568	8568	06	0.34	High	Moderate	Moderate	High	low	high	moderate	High	High
334	8578	8578	06	0.21	Low	High	Low	Low	low	high	moderate	High	High
258	8579	8579	06	0.97	Low	Low	Low	Low	low	high	moderate	Low	High
293	8580A	8580A	06	0.31	Low	Moderate	Low	Low	high	low	low	High	Low
278	8585	8585	06	0.06	Low	High	Low	Low	moderate	moderate	moderate	High	Moderate
894	8587	8587	06	0.28	Low	High	Low	Moderate	moderate	moderate	moderate	High	Moderate
568	8589C	8589C	06	0.59	High	Moderate	Moderate	High	low	high	moderate	High	High
1202	8590	8590	06	2.89	High	Moderate	Moderate	High	low	high	moderate	High	High
1199	8591C	8591C	06	0.47	Low	Moderate	Moderate	High	low	high	moderate	High	High

OBJECTID	ID	TEMP_ID	DIST_NO	GIS MILES	RISK_REC	RISK_FISH	RISK_WILD	RISK_WATSHD	RISK_DISTRICT	DIST_VALUE	ENG_VALUE	RISK FINAL	VALUE FINAL
1201	8591D	8591D	06	0.08	Low	Moderate	Moderate	High	low	high	moderate	High	High
1198	8591E	8591E	06	0.69	High	Moderate	Moderate	High	low	high	moderate	High	High
158	8594A	8594A	06	0.71	Low	Moderate	Low	High	low	high	moderate	High	High
159	8598	8598	06	0.20	Low	Moderate	High	High	high	low	low	High	Low
558	85A	85A	01	1.68	Moderate	High	Low	Moderate	moderate	moderate	moderate	High	Moderate
559	85A1	85A1	01	1.85	Low	High	Moderate	Moderate	moderate	moderate	moderate	High	Moderate
1207	85G	85G	06	0.41	Low	High	High	High	low	high	moderate	High	High
1081	85J	85J	06	0.41	Low	High	Low	High	low	high	moderate	High	High
1080	85K	85K	06	0.41	Low	High	Low	High	low	high	moderate	High	High
981	85M1	85M1	06	0.37	Low	High	Low	High	low	high	moderate	High	High
982	85M2	85M2	06	0.32	Low	High	Low	High	low	high	moderate	High	High
1060	86	86	02	0.01	Low	Moderate	High	Low	low	high	high	High	High
651	8614	8614	06	0.28	Low	Moderate	Moderate	High	moderate	moderate	moderate	High	Moderate
1109	8615A	8615A	06	0.13	Low	High	Moderate	High	low	high	moderate	High	High
584	8619	8619	06	0.43	Low	High	Low	High	low	high	moderate	High	High
1107	8625A	8625A	06	1.75	Low	High	Low	High	low	high	moderate	High	High
730	8642	8642	06	0.35	Low	High	High	High	low	high	moderate	High	High
1273	8658	8658	06	0.50	Low	High	Low	Low	low	high	moderate	High	High
281	8660	8660	06	0.53	Low	High	Low	Moderate	low	high	moderate	High	High
238	8666	8666	06	0.89	Low	High	High	Moderate	low	high	moderate	High	High
237	8667	8667	06	0.46	Low	High	High	Moderate	low	high	moderate	High	High
294	8668A	8668A	06	2.15	Low	High	Low	Low	low	high	moderate	High	High
587	8668B	8668B	06	0.49	Low	Moderate	Low	Moderate	low	high	moderate	Moderate	High
295	8668D	8668D	06	0.71	Low	Low	Low	Low	low	high	moderate	Low	High
983	8670	8670	06	0.55	Low	Low	Low	Low	high	low	low	High	Low
958	8671	8671	06	1.46	Low	Low	Low	Low	low	high	moderate	Low	High
1065	8672	8672	06	0.38	Low	Low	Moderate	Moderate	low	high	moderate	Moderate	High
984	8680	8680	06	0.16	Low	Low	Low	Moderate	low	high	moderate	Moderate	High
1063	8683	8683	06	0.34	Low	Low	High	Low	low	high	moderate	High	High
743	8684	8684	06	1.85	Low	High	Moderate	Moderate	low	high	moderate	High	High
1076	8700	8700	06	1.27	Low	High	Low	Moderate	low	high	moderate	High	High
641	8701	8701	06	1.19	Low	High	High	High	moderate	moderate	moderate	High	Moderate
1024	8703	8703	06	0.61	Low	High	Moderate	High	low	high	moderate	High	High
741	8704	8704	06	0.88	Low	High	Moderate	Moderate	low	high	moderate	High	High
1021	8706	8706	06	1.20	Low	High	Moderate	Moderate	low	high	moderate	High	High
1192	8706A	8706A	06	0.30	Low	High	Moderate	Moderate	low	high	moderate	High	High
740	8708	8708	06	1.02	Low	High	Moderate	Moderate	moderate	moderate	moderate	High	Moderate
1191	8720	8720c	06	0.47	Low	High	Low	High	moderate	moderate	moderate	High	Moderate
392	8720	8720o	06	0.19	Low	High	Low	Moderate	low	high	moderate	High	High
1115	8725	8725	06	0.38	Low	High	High	High	moderate	moderate	moderate	High	Moderate
760	8739	8739	01	0.35	Low	High	Low	High	low	high	moderate	High	High
266	8739B	8739B	01	0.71	Low	High	Low	High	low	high	moderate	High	High

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413	8744	8744	01	0.30	Low	Moderate	High	High	low	high	moderate	High	High
254	8744E	8744E	01	4.16	Low	High	High	High	low	high	moderate	High	High
522	8758	8758	01	0.35	Low	High	Low	Moderate	low	high	moderate	High	High
271	8758A	8758A	01	0.25	Low	High	Low	Moderate	low	high	moderate	High	High
724	8759	8759	01	0.28	Low	Moderate	Low	Moderate	low	high	moderate	Moderate	High
725	8762	8762	01	0.40	Low	Moderate	High	High	moderate	moderate	moderate	High	Moderate
771	8766	8766	01	0.23	High	Moderate	Moderate	Moderate	low	high	moderate	High	High
905	8773	8773	01	0.54	Moderate	High	Low	High	low	high	moderate	High	High
570	8840	8840	01	0.47	Low	High	Low	High	low	high	moderate	High	High
391	8842	8842c	06	1.32	Low	High	High	High	moderate	moderate	moderate	High	Moderate
986	8842	8842o	01	1.00	Low	High	Low	High	low	high	moderate	High	High
714	8842M	8842M	01	0.20	Low	High	High	High	moderate	moderate	moderate	High	Moderate
985	8842R	8842R	01	0.16	Low	High	High	High	moderate	moderate	moderate	High	Moderate
1043	8844	8844	01	2.01	Low	Moderate	Low	Moderate	low	high	moderate	Moderate	High
1044	8844B	8844B	01	0.31	Low	Moderate	Low	Moderate	low	high	moderate	Moderate	High
586	8847	8847	01	1.70	Low	High	Low	High	low	high	moderate	High	High
606	8847A	8847Ad	06	0.42	Low	High	High	High	high	low	low	High	Low
607	8847A	8847Ao	06	0.59	Low	High	Low	High	low	high	moderate	High	High
322	8847A1	8847A1	06	0.46	Low	High	High	High	high	low	low	High	Low
529	8847E	8847E	01	0.83	Low	High	Low	High	low	high	moderate	High	High
98	8854	8854	01	1.79	Low	High	High	High	moderate	moderate	moderate	High	Moderate
1095	8854E	8854E	01	1.17	Low	High	High	High	moderate	moderate	moderate	High	Moderate
310	8855	8855	01	0.28	Low	Moderate	High	High	low	high	moderate	High	High
265	8858	8858	01	2.92	High	High	Moderate	High	moderate	moderate	moderate	High	Moderate
854	8859	8859	01	2.82	High	High	Moderate	Moderate	low	high	moderate	High	High
660	8859G	8859G	01	0.74	Low	Moderate	Low	High	low	high	moderate	High	High
502	8859G1	8859G1	01	0.26	Low	Moderate	Low	High	low	high	moderate	High	High
661	8860B	8860B	01	0.83	Low	Moderate	Low	High	low	high	moderate	High	High
1045	8870	8870	01	0.30	Low	High	Moderate	High	low	high	moderate	High	High
789	8879	8879	01	1.21	Low	High	Low	Moderate	moderate	moderate	moderate	High	Moderate
1046	8880	8880	01	0.75	Low	High	Moderate	Moderate	moderate	moderate	moderate	High	Moderate
1047	8881	8881	01	1.05	Low	High	Moderate	Low	low	high	moderate	High	High
184	8882	8882	01	2.17	Moderate	High	Moderate	Moderate	low	high	moderate	High	High
1169	8883	8883	01	0.59	High	Moderate	Low	High	moderate	moderate	moderate	High	Moderate
1173	8889D	8889D	01	1.69	Low	High	Low	Low	low	high	moderate	High	High
440	8890	8890	01	0.15	Low	High	Low	Moderate	low	high	moderate	High	High
321	8892	8892	06	2.65	Low	High	High	High	high	low	low	High	Low
547	8894	8894	01	0.82	Low	High	Low	High	low	high	moderate	High	High
988	8894C	8894C	01	0.58	Low	High	Low	High	low	high	moderate	High	High
987	8894G	8894G	01	0.16	Low	High	Low	High	low	high	moderate	High	High
747	8895	8895	01	0.13	Low	High	Low	High	low	high	moderate	High	High
549	88J	88J	01	0.30	Low	High	Low	High	low	high	moderate	High	High

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875	88M	88M	01	0.29	Low	High	Low	High	low	high	moderate	High	High
876	88P	88P	01	0.41	Low	High	High	High	low	high	moderate	High	High
726	8916	8916	06	0.58	Low	Moderate	Low	High	moderate	moderate	moderate	High	Moderate
1196	8916A	8916A	06	0.11	Low	Moderate	Low	High	low	high	moderate	High	High
640	8927	8927	06	1.06	Low	High	Low	High	moderate	moderate	moderate	High	Moderate
856	8941	8941	01	0.25	Low	High	Low	High	low	high	moderate	High	High
1102	8941A	8941A	01	1.48	Low	High	Low	High	low	high	moderate	High	High
1123	8944	8944	01	0.54	Low	High	High	High	moderate	moderate	moderate	High	Moderate
1176	8952	8952	01	0.02	Low	High	Low	Moderate	low	high	moderate	High	High
556	8952A	8952A	01	0.17	Low	High	Low	Moderate	low	high	moderate	High	High
959	8954	8954	06	1.53	Low	Moderate	Low	Low	low	high	moderate	Moderate	High
292	8980	8980	06	0.52	Low	High	Low	Low	low	high	moderate	High	High
291	8981	8981	06	0.85	Low	Moderate	Moderate	High	high	low	low	High	Low
46	89A1	89A1	02	0.68	Low	Moderate	Low	Moderate	low	high	moderate	Moderate	High
784	89B	89B	02	1.65	Low	High	High	Moderate	moderate	moderate	moderate	High	Moderate
270	89B1	89B1	02	1.15	Low	High	Low	Moderate	moderate	moderate	moderate	High	Moderate
134	89B4	89B4	02	0.52	Low	Moderate	High	Moderate	moderate	moderate	moderate	High	Moderate
783	89B6	89B6	02	1.36	Low	High	Moderate	High	moderate	moderate	moderate	High	Moderate
446	89B7	89B7	02	0.40	Low	Moderate	Moderate	Moderate	moderate	moderate	moderate	Moderate	Moderate
597	89B8	89B8	02	0.28	Low	Moderate	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate
1059	89D10	89D10	02	0.07	Low	Moderate	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate
1129	89D6	89D6	02	0.37	Low	Moderate	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate
102	89D7	89D7	02	0.08	Low	Moderate	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate
573	89D9	89D9	02	0.04	Low	Moderate	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate
992	89G	89G	02	0.27	Low	Moderate	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate
419	89H	89H	02	0.25	Low	Moderate	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate
133	89X	89X	02	0.55	Low	Moderate	High	Moderate	moderate	moderate	moderate	High	Moderate
99	89X1	89X1	02	0.32	Low	Moderate	High	Moderate	moderate	moderate	moderate	High	Moderate
480	9003	9003	02	0.75	Low	Low	Low	Low	moderate	moderate	moderate	Moderate	Moderate
92	9004	9004	02	3.10	Moderate	Moderate	High	Moderate	moderate	moderate	moderate	High	Moderate
1120	9007	9007	07	0.69	Low	Moderate	Low	Moderate	high	low	low	High	Low
1119	9007A	9007A	07	0.43	Low	Moderate	Low	Moderate	high	low	low	High	Low
1118	9007B	9007B	07	0.47	Low	Moderate	Low	Moderate	high	low	low	High	Low
1117	9007C	9007C	07	0.39	Low	Moderate	Low	Moderate	high	low	low	High	Low
1245	9008B	9008B	07	0.03	Low	Moderate	Low	Moderate	high	low	low	High	Low
757	9011	9011	07	0.49	Low	Moderate	Low	Moderate	high	low	low	High	Low
756	9011A	9011A	07	0.84	Low	High	Low	Moderate	high	low	low	High	Low
755	9011C	9011C	07	0.12	Low	Moderate	Low	Moderate	high	low	low	High	Low
1247	9013	9013	07	0.36	Low	Moderate	Low	Moderate	high	low	low	High	Low
424	9014	9014	07	0.09	Low	Moderate	Low	Moderate	high	low	low	High	Low
656	9017	9017	07	1.20	Low	Moderate	Low	Moderate	high	low	low	High	Low
655	9017A	9017A	07	0.26	Low	Moderate	Low	Moderate	high	low	low	High	Low

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759	9018	9018	07	0.35	Low	Moderate	Moderate	Moderate	high	low	low	High	Low
758	9019	9019	07	2.16	Low	Moderate	Low	Moderate	high	low	low	High	Low
627	9029	9029	07	0.62	Low	Low	Moderate	Moderate	high	low	low	High	Low
308	9036	9036	02	0.25	Low	Moderate	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate
1224	9038	9038	07	0.44	Low	Moderate	Low	Low	high	low	low	High	Low
1240	9039	9039	07	0.37	Low	Moderate	Low	Moderate	high	low	low	High	Low
733	9054	9054	07	0.65	Low	Moderate	Low	Low	high	low	low	High	Low
734	9054E	9054E	07	1.27	Low	Moderate	Moderate	Low	high	low	low	High	Low
197	90A	90A	06	0.40	Low	Moderate	High	High	high	low	low	High	Low
1279	9101Q?	9101Q?	07	0.36	Low	Moderate	Low	Moderate	low	high	low	Moderate	High
605	9102K	9102Ka	07	0.12	Low	Moderate	Low	Moderate	low	high	moderate	Moderate	High
1272	9102K	9102Kd	07	0.36	Low	Moderate	Low	Moderate	high	low	low	High	Low
1280	9102K?	9102K?a	07	0.44	Low	Moderate	Low	Low	low	high	low	Moderate	High
287	9133	9133	02	0.23	Low	Low	Low	Moderate	low	high	moderate	Moderate	High
378	9133A	9133A	02	0.16	Low	Low	Low	Low	low	high	moderate	Low	High
377	9133B	9133B	02	0.14	Low	Low	Low	Moderate	low	high	moderate	Moderate	High
501	917C	917C	02	0.05	Low	Moderate	Low	Moderate	low	high	moderate	Moderate	High
792	9184	9184	02	1.94	Low	High	Moderate	Moderate	moderate	moderate	moderate	High	Moderate
423	9189	9189	02	0.81	Low	High	Low	Moderate	moderate	moderate	moderate	High	Moderate
624	919C	919C	07	1.33	Low	High	High	High	high	low	low	High	Low
600	919E	919E	07	0.33	Low	Low	Moderate	Moderate	low	high	moderate	Moderate	High
626	919F	919F	07	3.39	Low	High	High	Moderate	high	low	low	High	Low
851	919F1	919F1	07	0.39	Low	Moderate	Moderate	Moderate	high	low	low	High	Low
625	919N	919N	07	0.96	Low	Moderate	Moderate	Moderate	high	low	low	High	Low
865	91C	91C	02	0.78	Moderate	Moderate	Moderate	Moderate	low	high	moderate	Moderate	High
1170	91D	91D	02	1.27	High	Moderate	High	High	moderate	moderate	moderate	High	Moderate
601	9204	9204	07	1.00	Low	Low	Low	Moderate	high	low	low	High	Low
1267	9207	9207	07	2.18	Low	High	Low	Moderate	high	low	low	High	Low
1239	9208C	9208C	07	0.23	Low	Moderate	Low	Moderate	high	low	low	High	Low
527	9208D	9208D	07	0.14	Low	Moderate	Low	Moderate	high	low	low	High	Low
526	9210A	9210A	07	0.45	Low	Moderate	Low	Moderate	high	low	low	High	Low
1241	9210B	9210B	07	0.80	Low	High	Low	Moderate	high	low	low	High	Low
512	9217	9217	02	1.11	Low	Moderate	Low	High	moderate	moderate	moderate	High	Moderate
511	9260	9260	02	4.28	Low	High	High	Moderate	moderate	moderate	moderate	High	Moderate
183	9273B	9273B	02	0.49	Low	Moderate	Moderate	Moderate	high	low	low	High	Low
785	9300	9300	02	0.48	Low	Moderate	High	Moderate	low	high	moderate	High	High
788	9300B	9300B	02	0.47	Low	Moderate	Moderate	High	low	high	moderate	High	High
1218	9301A	9301A	02	0.34	Low	Low	Low	Moderate	low	high	moderate	Moderate	High
1217	9306	9306	02	0.31	Low	Low	Low	Moderate	low	high	moderate	Moderate	High
182	9310	9310	02	0.26	Low	Low	Moderate	Moderate	low	high	moderate	Moderate	High
794	9317	9317	02	1.22	Low	Moderate	Low	Moderate	low	high	moderate	Moderate	High
916	9319	9319	02	0.15	Low	Low	Low	Low	low	high	moderate	Low	High

OBJECTID	ID	TEMP_ID	DIST_NO	GIS MILES	RISK_REC	RISK_FISH	RISK_WILD	RISK_WATSHD	RISK_DISTRICT	DIST_VALUE	ENG_VALUE	RISK FINAL	VALUE FINAL
940	9330	9330	02	1.01	Low	High	High	Moderate	moderate	moderate	moderate	High	Moderate
939	9331	9331	02	0.76	Low	Moderate	High	Moderate	moderate	moderate	moderate	High	Moderate
935	9338	9338	02	2.58	Low	High	High	Moderate	moderate	moderate	moderate	High	Moderate
228	9350	9350	02	0.37	High	Moderate	Low	Moderate	low	high	moderate	High	High
36	9362	9362	02	0.42	Low	Low	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate
181	9403C	9403C	02	1.36	Low	High	Moderate	Moderate	moderate	moderate	moderate	High	Moderate
636	9403O	9403O	02	0.50	Low	Moderate	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate
635	9403Q	9403Q	02	2.59	Low	High	Low	High	moderate	moderate	moderate	High	Moderate
891	9411A	9411A	02	1.61	Low	High	High	Moderate	moderate	moderate	moderate	High	Moderate
890	9411B	9411B	02	0.38	Low	Moderate	High	High	moderate	moderate	moderate	High	Moderate
889	9411N	9411N	02	0.98	Low	Moderate	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate
405	9422A	9422A	02	2.65	Low	Moderate	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate
404	9422F	9422F	02	0.49	Low	Moderate	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate
938	9422H	9422H	02	1.67	Low	High	Low	Moderate	moderate	moderate	moderate	High	Moderate
937	9423J	9423J	02	5.68	Low	High	Low	Moderate	high	low	low	High	Low
395	9423K	9423K	02	5.97	Low	High	Low	Moderate	high	low	low	High	Low
735	9426L	9426L	07	0.23	Low	Moderate	Moderate	Low	low	high	moderate	Moderate	High
1143	9439	9439	02	1.50	Low	Moderate	Moderate	Moderate	low	high	moderate	Moderate	High
577	9440	9440	02	1.18	Low	High	High	Moderate	moderate	moderate	moderate	High	Moderate
576	9441	9441	02	4.25	Low	High	High	Moderate	moderate	moderate	moderate	High	Moderate
179	9468B	9468B	02	1.15	Low	Moderate	Moderate	Moderate	moderate	moderate	moderate	Moderate	Moderate
575	9468N	9468N	02	0.69	Low	Low	Moderate	Moderate	moderate	moderate	moderate	Moderate	Moderate
574	9468R	9468R	02	0.68	Low	Low	Moderate	Moderate	moderate	moderate	moderate	Moderate	Moderate
284	9476G	9476G	02	1.08	Moderate	High	Low	Moderate	moderate	moderate	moderate	High	Moderate
306	9476H	9476H	02	0.41	Low	High	Low	Moderate	moderate	moderate	moderate	High	Moderate
35	9479A	9479A	02	2.16	Low	Low	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate
34	9479B	9479B	02	1.57	Low	High	Low	Moderate	moderate	moderate	moderate	High	Moderate
394	9482A	9482A	02	0.69	Low	Low	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate
393	9483Y	9483Y	02	3.21	Low	High	Low	High	high	low	low	High	Low
428	9484B	9484B	02	2.26	Low	High	Low	Moderate	moderate	moderate	moderate	High	Moderate
427	9484C	9484C	02	1.37	Low	Moderate	Low	Low	moderate	moderate	moderate	Moderate	Moderate
604	9484E	9484E	02	0.19	Low	Low	Low	Low	moderate	moderate	moderate	Moderate	Moderate
999	9484F	9484F	02	1.09	Low	High	Low	Low	moderate	moderate	moderate	High	Moderate
107	9484G	9484G	02	3.63	High	High	Low	Low	moderate	moderate	moderate	High	Moderate
674	9484J	9484J	02	1.71	High	Moderate	Low	Low	moderate	moderate	moderate	High	Moderate
106	9484K	9484K	02	1.36	Low	Moderate	Low	Low	moderate	moderate	moderate	Moderate	Moderate
105	9486H	9486H	02	1.93	Low	Low	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate
104	9487N	9487N	02	0.08	Low	High	Low	High	moderate	moderate	moderate	High	Moderate
902	9512E	9512E	02	1.44	Low	Low	Low	Low	moderate	moderate	moderate	Moderate	Moderate
504	9512K	9512K	02	0.80	Low	Moderate	Low	Moderate	low	high	moderate	Moderate	High
103	9514E	9514E	02	1.06	Low	Low	High	Low	moderate	moderate	moderate	High	Moderate
172	9515Y	9515Y	02	0.79	Low	Moderate	Low	Low	low	high	moderate	Moderate	High

OBJECTID	ID	TEMP_ID	DIST_NO	GIS MILES	RISK_REC	RISK_FISH	RISK_WILD	RISK_WATSHD	RISK_DISTRICT	DIST_VALUE	ENG_VALUE	RISK FINAL	VALUE FINAL
412	9516E	9516E	02	1.62	Low	Moderate	Low	Moderate	low	high	moderate	Moderate	High
128	9520C	9520C	02	1.81	Low	High	Low	Moderate	low	high	moderate	High	High
129	9520D	9520D	02	0.41	Low	Moderate	Low	Low	low	high	moderate	Moderate	High
546	9535J	9535J	02	1.74	High	Moderate	Low	Moderate	low	high	moderate	High	High
610	9536X	9536X	02	0.54	Low	Low	Low	Low	low	high	moderate	Low	High
1138	9538O	9538O	02	1.51	Low	Low	Moderate	Low	moderate	moderate	moderate	Moderate	Moderate
826	9538R	9538R	02	0.43	Low	Low	Low	Moderate	low	high	moderate	Moderate	High
762	9541E	9541E	02	1.54	Low	High	Low	Moderate	moderate	moderate	moderate	High	Moderate
1135	9551C	9551C	02	1.32	Low	Low	Moderate	Moderate	moderate	moderate	moderate	Moderate	Moderate
418	9551J	9551J	02	2.57	Low	High	Low	Moderate	low	high	moderate	High	High
44	9551L	9551L	02	1.56	Low	Moderate	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate
531	9551Q	9551Q	02	0.84	Low	Low	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate
135	9552G	9552G	02	1.10	Low	High	Moderate	Moderate	moderate	moderate	moderate	High	Moderate
825	9553D	9553D	02	2.02	Low	Low	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate
723	9553E	9553E	02	0.56	Low	Low	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate
722	9553F	9553F	02	0.31	Low	Low	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate
1032	9553L	9553L	02	0.47	Low	Low	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate
1031	9553M	9553M	02	0.79	Low	Low	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate
709	9553O	9553O	02	0.50	Low	Low	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate
708	9553X	9553X	02	1.08	Low	Low	Moderate	Moderate	moderate	moderate	moderate	Moderate	Moderate
707	9553Z	9553Z	02	0.74	Low	Low	Moderate	Moderate	moderate	moderate	moderate	Moderate	Moderate
706	9554	9554	02	1.50	Low	Moderate	Moderate	Moderate	moderate	moderate	moderate	Moderate	Moderate
222	9554A	9554A	02	1.32	Low	High	Moderate	Moderate	moderate	moderate	moderate	High	Moderate
221	9554B1	9554B1	02	0.53	Low	Low	Moderate	Low	moderate	moderate	moderate	Moderate	Moderate
422	9554D	9554D	02	0.65	Low	Moderate	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate
634	9554F	9554F	02	1.99	Low	High	Low	High	moderate	moderate	moderate	High	Moderate
633	9554I	9554I	02	1.25	Low	Low	Moderate	Moderate	moderate	moderate	moderate	Moderate	Moderate
632	9554M	9554M	02	0.71	Low	Low	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate
631	9554Q	9554Q	02	0.99	Low	Low	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate
583	9554U	9554U	02	0.82	Low	Moderate	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate
582	9554V	9554V	02	0.85	Low	Moderate	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate
581	9555B	9555B	02	0.74	Low	Low	Moderate	Moderate	moderate	moderate	moderate	Moderate	Moderate
580	9555T	9555T	02	1.77	Low	Moderate	High	Moderate	moderate	moderate	moderate	High	Moderate
1039	9556Q	9556Q	02	0.65	Low	High	Moderate	Moderate	low	high	moderate	High	High
694	9559F	9559F	02	1.19	Low	Low	High	Low	low	high	moderate	High	High
312	9559H	9559H	02	0.49	Low	Low	Moderate	Low	moderate	moderate	moderate	Moderate	Moderate
1040	9559U	9559U	02	0.71	Low	Moderate	High	Moderate	low	high	moderate	High	High
1041	9561R	9561R	02	0.59	Low	High	Moderate	Low	low	high	moderate	High	High
1038	9561T	9561T	02	0.29	Low	Moderate	Moderate	Low	low	high	moderate	Moderate	High
505	9562F	9562F	02	0.61	Low	High	Moderate	High	moderate	moderate	moderate	High	Moderate
1037	9562P	9562P	02	0.41	Low	Moderate	Moderate	Moderate	low	high	moderate	Moderate	High
220	9564N	9564N	02	0.70	Low	Moderate	Moderate	Low	moderate	moderate	moderate	Moderate	Moderate

OBJECTID	ID	TEMP_ID	DIST_NO	GIS MILES	RISK_REC	RISK_FISH	RISK_WILD	RISK_WATSHD	RISK_DISTRICT	DIST_VALUE	ENG_VALUE	RISK FINAL	VALUE FINAL
309	9568M	9568M	02	1.30	Low	High	Moderate	Moderate	moderate	moderate	moderate	High	Moderate
212	9571O	9571O	02	0.69	Low	Low	Low	Low	low	high	moderate	Low	High
314	9573D	9573D	02	0.30	Low	Moderate	Low	Low	moderate	moderate	moderate	Moderate	Moderate
313	9582Q	9582Q	02	0.38	Low	Low	Moderate	Low	moderate	moderate	moderate	Moderate	Moderate
168	9585N	9585N	02	2.99	Low	Low	Low	Moderate	low	high	moderate	Moderate	High
746	9596F	9596F	02	0.33	Low	Moderate	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate
745	9598C	9598C	02	0.54	Low	Low	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate
744	9598D	9598D	02	0.52	Low	Low	Moderate	Moderate	moderate	moderate	moderate	Moderate	Moderate
1042	9598E	9598E	02	0.81	Low	High	Low	Moderate	moderate	moderate	moderate	High	Moderate
259	9598G	9598G	02	0.52	Low	Low	Moderate	Moderate	moderate	moderate	moderate	Moderate	Moderate
506	9598H	9598H	02	0.67	Low	Low	Moderate	Moderate	moderate	moderate	moderate	Moderate	Moderate
767	9598N	9598N	02	0.51	Low	Low	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate
1152	9598P	9598P	02	0.12	Low	Low	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate
1151	9599I	9599I	02	0.90	Low	Low	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate
1150	9599K	9599K	02	1.42	Low	High	Low	Moderate	moderate	moderate	moderate	High	Moderate
514	9599Q	9599Q	02	1.21	Low	Low	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate
513	9599R	9599R	02	0.84	Low	Low	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate
315	9599S	9599S	02	0.21	Low	Low	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate
170	9599W	9599W	02	0.22	Low	Low	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate
86	95A	95A	02	0.54	Low	High	Low	Low	low	moderate	moderate	High	Moderate
978	95C	95C	02	0.81	Low	Moderate	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate
85	95G1	95G1	02	0.48	Low	Low	Low	Low	moderate	moderate	moderate	Moderate	Moderate
554	95G2	95G2	02	0.41	Low	Low	Low	Low	moderate	moderate	moderate	Moderate	Moderate
553	95H	95H	02	2.30	Low	Moderate	Low	Low	moderate	moderate	moderate	Moderate	Moderate
552	95J	95J	02	0.63	Low	Low	Low	Low	moderate	moderate	moderate	Moderate	Moderate
551	95K	95K	02	2.50	Low	Low	Low	Low	moderate	moderate	moderate	Moderate	Moderate
550	95L	95L	02	0.38	Low	Low	Low	Low	moderate	moderate	moderate	Moderate	Moderate
769	95Q	95Q	02	0.84	Low	Moderate	Low	Low	moderate	moderate	moderate	Moderate	Moderate
779	96	96	06	0.32	Low	Low	Low	Moderate	low	moderate	moderate	Moderate	Moderate
426	9600A	9600A	07	0.40	Low	Moderate	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate
1232	9600A1	9600A1	07	0.14	Low	Moderate	Low	Moderate	high	low	low	High	Low
1231	9600B	9600B	07	0.38	Low	Moderate	Low	Moderate	high	low	low	High	Low
425	9600E	9600E	07	0.30	Low	Moderate	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate
1048	9600L2	9600L2	07	0.20	Low	Moderate	Low	Moderate	high	low	low	High	Low
52	9600N	9600N	07	0.17	Low	Moderate	Low	Low	low	high	moderate	Moderate	High
796	9600O	9600O	07	2.15	Low	Moderate	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate
152	9600P	9600P	07	2.13	Low	Moderate	Low	Low	low	high	moderate	Moderate	High
260	9600T	9600T	07	2.21	Low	Moderate	Low	Low	low	high	moderate	Moderate	High
262	9600T1	9600T1	07	0.62	Low	Moderate	Moderate	Low	high	low	low	High	Low
912	9600V	9600V	07	0.31	Low	Moderate	Low	Moderate	high	low	low	High	Low
1235	9603	9603	07	0.36	Low	Moderate	Low	Moderate	high	low	low	High	Low
1234	9603A	9603A	07	0.42	Low	Moderate	Low	Moderate	high	low	low	High	Low

OBJECTID	ID	TEMP_ID	DIST_NO	GIS MILES	RISK_REC	RISK_FISH	RISK_WILD	RISK_WATSHD	RISK_DISTRICT	DIST_VALUE	ENG_VALUE	RISK FINAL	VALUE FINAL
1256	9607E	9607E	07	0.30	Low	Moderate	Low	Moderate	high	low	low	High	Low
1188	9610F	9610F	07	0.64	Low	Moderate	Low	Moderate	high	low	low	High	Low
390	9610Q	9610Qc	07	0.82	Low	High	Low	Moderate	moderate	moderate	moderate	High	Moderate
72	9610Q	9610Qd	07	0.28	Low	Moderate	Low	Moderate	high	low	low	High	Low
642	9610V	9610V	07	2.21	Low	High	Low	Moderate	high	low	low	High	Low
1215	9692	9692	02	0.57	Low	Low	Moderate	Moderate	low	high	moderate	Moderate	High
685	96G	96Gc	07	0.22	Low	Low	Low	Low	moderate	moderate	moderate	Moderate	Moderate
543	96G	96Gd	07	0.26	Low	Low	Moderate	Low	high	low	low	High	Low
684	96G1	96G1	07	0.43	Low	Low	Low	Low	moderate	moderate	moderate	Moderate	Moderate
1238	9701	9701	07	1.76	Low	Low	Moderate	Low	moderate	moderate	moderate	Moderate	Moderate
1237	9701A3	9701A3	07	0.30	Low	Low	Low	Low	moderate	moderate	moderate	Moderate	Moderate
1116	9701K	9701K	07	1.93	Low	High	Moderate	Moderate	high	low	low	High	Low
870	9701Q	9701Q	07	0.22	Low	Low	Low	Low	low	high	moderate	Low	High
887	9701S	9701S	07	0.59	Low	Moderate	Low	Moderate	high	low	low	High	Low
77	9702Y	9702Y	07	1.63	Low	High	Low	Moderate	moderate	moderate	moderate	High	Moderate
76	9702Y1	9702Y1	07	0.68	Low	Moderate	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate
1242	9703X	9703X	07	0.24	Low	Moderate	Moderate	Low	high	low	low	High	Low
525	9704Y	9704Y	07	0.26	Low	Moderate	Low	Moderate	high	low	low	High	Low
524	9704Z	9704Z	07	0.48	Low	Moderate	Low	Moderate	high	low	low	High	Low
738	9705V	9705V	07	0.68	Low	Moderate	Low	Moderate	high	low	low	High	Low
438	9706A	9706A	07	0.91	Low	Moderate	Low	Low	moderate	moderate	moderate	Moderate	Moderate
620	9706E1	9706E1	07	0.39	Low	Moderate	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate
619	9706F1	9706F1	07	0.78	Low	Moderate	High	Low	moderate	moderate	moderate	High	Moderate
618	9706G	9706G	07	1.18	Low	High	High	Moderate	moderate	moderate	moderate	High	Moderate
1223	9707S	9707S	07	1.33	Low	Low	Moderate	Moderate	low	moderate	moderate	Moderate	Moderate
1069	9710J	9710Jc	07	0.58	Low	Moderate	Low	Low	moderate	moderate	moderate	Moderate	Moderate
1285	9710J	9710Jd	07	0.94	Low	Moderate	Moderate	Low	high	low	low	High	Low
460	9710O	9710O	07	0.93	Low	Moderate	Moderate	Low	moderate	moderate	moderate	Moderate	Moderate
435	9711	9711	07	0.09	Low	Moderate	Moderate	Low	low	high	moderate	Moderate	High
472	9711W	9711W	07	3.66	Low	Moderate	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate
401	9711W1	9711W1	07	0.11	Low	Moderate	Low	Moderate	high	low	low	High	Low
1112	9711X	9711Xc	07	0.17	Low	Moderate	Low	Low	moderate	moderate	moderate	Moderate	Moderate
1113	9711X	9711Xd	07	0.97	Low	Moderate	Low	Moderate	high	low	low	High	Low
121	9711Y	9711Y	07	0.43	Low	Moderate	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate
617	9711Z	9711Z	07	0.31	Low	Moderate	Low	Moderate	high	low	low	High	Low
1158	9712	9712	07	0.20	Low	Moderate	Low	Moderate	low	high	moderate	Moderate	High
616	9712A	9712A	07	0.29	Low	Moderate	Low	Moderate	high	low	low	High	Low
471	9712G	9712G	07	0.47	Low	Moderate	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate
473	9712I	9712I	07	0.76	Low	Moderate	Low	Moderate	high	low	low	High	Low
1161	9712I1	9712I1	07	0.14	Low	Moderate	Low	Low	high	low	low	High	Low
1160	9712J	9712J	07	0.08	Low	Moderate	Low	Moderate	high	low	low	High	Low
403	9712K	9712K	07	1.10	Low	Moderate	Moderate	Moderate	moderate	moderate	moderate	Moderate	Moderate

OBJECTID	ID	TEMP_ID	DIST_NO	GIS MILES	RISK_REC	RISK_FISH	RISK_WILD	RISK_WATSHD	RISK_DISTRICT	DIST_VALUE	ENG_VALUE	RISK FINAL	VALUE FINAL
737	9715C	9715C	07	0.70	Low	Moderate	Low	Low	high	low	low	High	Low
972	9715F	9715F	07	0.76	Low	Moderate	High	Moderate	high	low	low	High	Low
1189	9715N	9715N	07	0.23	Low	Moderate	Low	Low	high	low	low	High	Low
381	9719N	9719N	07	1.32	Low	High	Moderate	Moderate	moderate	moderate	moderate	High	Moderate
673	9720J	9720J	07	0.31	Low	Moderate	Low	Low	moderate	moderate	moderate	Moderate	Moderate
969	9720K1	9720K1	07	0.76	Low	Moderate	Moderate	Low	high	low	low	High	Low
1008	9720M	9720M	07	0.69	Low	Moderate	Moderate	Low	high	low	low	High	Low
261	9720Y	9720Y	07	0.51	Low	Moderate	Moderate	Low	high	low	low	High	Low
300	9721K2	9721K2	07	0.47	Low	Moderate	Moderate	Low	high	low	low	High	Low
1009	9721L	9721L	07	0.73	Low	Moderate	Moderate	Low	high	low	low	High	Low
971	9721M	9721M	07	0.40	Low	Moderate	Moderate	Low	high	low	low	High	Low
922	9722F	9722Fc	07	0.31	Low	Low	Low	Low	moderate	moderate	moderate	Moderate	Moderate
923	9722F	9722Fd	07	0.16	Low	Low	Low	Low	high	low	low	High	Low
921	9722F1	9722F1	07	0.41	Low	Moderate	Low	Moderate	high	low	low	High	Low
1163	9722J	9722J	07	0.49	Low	Moderate	Low	Moderate	high	low	low	High	Low
924	9722O	9722Oc	07	0.19	Low	Low	Low	Low	moderate	moderate	moderate	Moderate	Moderate
925	9722O	9722Od	07	0.30	Low	Low	Low	Low	high	low	low	High	Low
920	9722T2	9722T2	07	0.09	Low	Low	High	Low	high	low	low	High	Low
120	9722Z	9722Z	07	1.10	Low	Moderate	Low	Moderate	high	low	low	High	Low
615	9723H	9723H	07	0.64	Low	Moderate	Low	Moderate	high	low	low	High	Low
216	9723I	9723I	07	1.01	Low	Moderate	Low	Moderate	high	low	low	High	Low
217	9723J	9723Jc	07	0.70	Low	Moderate	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate
218	9723J	9723Jd	07	0.19	Low	Moderate	Low	High	high	low	low	High	Low
94	9724G	9724G	07	1.21	Low	Moderate	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate
705	9724J	9724J	07	0.99	Low	Moderate	Low	Moderate	high	low	low	High	Low
402	9724M	9724M	07	2.62	Low	Moderate	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate
461	9724V	9724V	07	0.39	Low	Moderate	Low	Low	high	low	low	High	Low
434	9724X	9724X	07	1.91	High	Low	High	Low	low	high	moderate	High	High
436	9724X1	9724X1	07	0.32	High	Low	High	Low	low	high	moderate	High	High
1177	9724Y	9724Y	07	1.56	Moderate	Low	High	Low	high	low	low	High	Low
1178	9726	9726	07	0.10	High	Low	High	Low	low	high	moderate	High	High
1180	9726A	9726A	07	0.31	Low	Moderate	Low	Low	high	low	low	High	Low
1078	9726D1	9726D1	07	0.71	Low	Moderate	Low	Low	low	high	moderate	Moderate	High
1164	9726J	9726J	07	0.75	Low	Moderate	Low	Moderate	high	low	low	High	Low
1179	9726L	9726L	07	0.33	Low	Moderate	Low	Low	high	low	low	High	Low
704	9726M	9726M	07	0.76	Low	Moderate	Low	Moderate	high	low	low	High	Low
1159	9726N	9726N	07	0.68	Low	Moderate	Low	Moderate	high	low	low	High	Low
75	9727E	9727E	07	0.45	Low	Moderate	Low	Moderate	high	low	low	High	Low
1243	9727F	9727F	07	0.51	Low	Moderate	Moderate	Moderate	high	low	low	High	Low
1011	9805B	9805B	07	1.02	Low	Moderate	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate
199	9805B1	9805B1c	07	0.36	Low	Moderate	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate
200	9805B1	9805B1d	07	0.49	Low	Moderate	Low	Moderate	high	low	low	High	Low

OBJECTID	ID	TEMP_ID	DIST_NO	GIS MILES	RISK_REC	RISK_FISH	RISK_WILD	RISK_WATSHD	RISK_DISTRICT	DIST_VALUE	ENG_VALUE	RISK FINAL	VALUE FINAL
1029	9805D	9805D	07	1.26	Low	Moderate	Low	Moderate	low	high	moderate	Moderate	High
1028	9806	9806	07	3.15	Low	High	Low	Moderate	moderate	moderate	moderate	High	Moderate
375	9806A	9806A	07	0.43	Low	Moderate	Low	Moderate	high	low	low	High	Low
374	9806A1	9806A1	07	0.69	Low	Moderate	Low	Moderate	high	low	low	High	Low
1137	9806B	9806B	07	0.31	Low	Moderate	Low	Moderate	high	low	low	High	Low
868	9806D	9806D	07	0.39	Low	Moderate	Low	Moderate	high	low	low	High	Low
621	9807K	9807K	07	0.44	Low	Moderate	Low	High	high	low	low	High	Low
1122	9807L	9807L	07	1.59	Low	High	Moderate	High	high	low	low	High	Low
201	9807T	9807T	07	1.76	Low	High	Low	Moderate	high	low	low	High	Low
888	9809L	9809L	07	2.91	Low	High	Moderate	Moderate	moderate	moderate	moderate	High	Moderate
431	9809P	9809P	07	0.96	Low	High	Moderate	Moderate	moderate	moderate	moderate	High	Moderate
430	9809R	9809R	07	0.64	Low	Moderate	Moderate	Moderate	moderate	moderate	moderate	Moderate	Moderate
429	9809S	9809S	07	0.68	Low	High	Moderate	Moderate	high	low	low	High	Low
371	9810P	9810P	07	0.99	Low	High	Moderate	Moderate	moderate	moderate	moderate	High	Moderate
829	9810R	9810Rc	07	0.79	Low	Moderate	Moderate	Moderate	moderate	moderate	moderate	Moderate	Moderate
399	9810R	9810Rd	07	0.86	Low	High	Low	Moderate	high	low	low	High	Low
370	9810S	9810S	07	0.47	Low	Low	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate
1027	9810W	9810W	07	0.09	Low	Low	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate
690	9811G	9811G	07	0.92	Low	Moderate	Moderate	Moderate	moderate	moderate	moderate	Moderate	Moderate
1261	9816O	9816O	07	0.54	Low	High	Low	Moderate	moderate	moderate	moderate	High	Moderate
914	9818W	9818W	07	0.69	Low	Moderate	Low	Moderate	high	low	low	High	Low
1255	9819K	9819K	07	0.78	Low	Moderate	Low	Moderate	high	low	low	High	Low
1254	9819S	9819S	07	0.90	Low	Moderate	Low	Moderate	high	low	low	High	Low
622	9819W	9819W	07	0.33	Low	Moderate	Low	Moderate	high	low	low	High	Low
1014	9819Y	9819Y	07	2.41	Low	High	Low	Moderate	high	low	low	High	Low
1013	9820K	9820K	07	1.27	Low	High	Low	Moderate	high	low	low	High	Low
1253	9820K2	9820K2	07	0.68	Low	Moderate	Low	Moderate	high	low	low	High	Low
1258	9820W	9820W	07	1.23	Low	High	Low	Moderate	high	low	low	High	Low
1260	9822P	9822P	07	0.51	Low	High	Low	Moderate	high	low	low	High	Low
1259	9822Q	9822Q	07	0.30	Low	Moderate	Low	Moderate	high	low	low	High	Low
523	9823D	9823D	07	0.68	Low	High	Low	Moderate	high	low	low	High	Low
643	9825T	9825Tc	07	1.31	Low	Moderate	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate
1184	9825T	9825Td	07	0.60	Low	Moderate	Low	Moderate	high	low	low	High	Low
1185	9826J	9826J	07	0.31	Low	Moderate	Moderate	Moderate	high	low	low	High	Low
1249	9829D	9829D	07	1.23	Low	Moderate	Low	Moderate	high	low	low	High	Low
682	9835	9835c	07	0.35	Low	Moderate	High	High	moderate	moderate	moderate	High	Moderate
683	9835	9835d	07	0.45	Low	Moderate	Moderate	Moderate	high	low	low	High	Low
853	9840Q	9840Q	07	0.98	Low	Moderate	Low	Moderate	high	low	low	High	Low
852	9840R	9840R	07	0.12	Low	Moderate	Low	Moderate	high	low	low	High	Low
693	9841A	9841A	07	1.56	Low	High	Low	Moderate	high	low	low	High	Low
688	9841B	9841B	07	0.87	Low	High	Low	Moderate	high	low	low	High	Low
689	9842A	9842A	07	0.93	Low	Moderate	Low	Moderate	high	low	low	High	Low

OBJECTID	ID	TEMP_ID	DIST_NO	GIS MILES	RISK_REC	RISK_FISH	RISK_WILD	RISK_WATSHD	RISK_DISTRICT	DIST_VALUE	ENG_VALUE	RISK FINAL	VALUE FINAL
768	9848H	9848H	02	0.36	Low	Moderate	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate
60	9848V	9848V	02	0.41	Low	Moderate	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate
59	9849X	9849X	02	0.13	Low	Moderate	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate
58	9850C	9850C	02	0.04	Low	Moderate	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate
411	9850E	9850E	02	0.19	Low	Low	Low	Moderate	low	high	moderate	Moderate	High
1036	9850E1	9850E1	02	0.27	Low	Low	Low	Moderate	low	high	moderate	Moderate	High
1149	9851K	9851K	02	2.54	Low	Moderate	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate
518	9851P	9851P	02	0.34	Low	Moderate	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate
827	9851Z	9851Z	02	2.46	Low	Moderate	Low	Moderate	high	low	low	High	Low
410	9852L	9852L	02	2.24	Low	Moderate	Low	Moderate	low	high	moderate	Moderate	High
87	9854C	9854C	02	0.55	Low	Moderate	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate
515	9863M	9863M	02	0.11	Low	Moderate	Low	High	moderate	moderate	moderate	High	Moderate
88	9869F	9869F	02	0.74	Low	Low	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate
692	9870J1	9870J1	07	0.20	Low	Moderate	Low	Moderate	high	low	low	High	Low
691	9875P	9875P	07	0.78	Low	High	Low	Moderate	high	low	low	High	Low
1269	9877P	9877P	07	0.56	Low	Low	Low	Moderate	high	low	low	High	Low
130	9882L	9882L	02	3.00	Low	Low	Low	Moderate	low	high	moderate	Moderate	High
517	9883C	9883C	02	0.55	Low	Low	Moderate	Moderate	moderate	moderate	moderate	Moderate	Moderate
516	9883H	9883H	02	0.33	Low	Low	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate
990	9886	9886	02	2.40	Low	High	Moderate	Moderate	low	high	moderate	High	High
138	9886A	9886A	02	1.27	Low	High	Moderate	Moderate	moderate	moderate	moderate	High	Moderate
243	9886A2	9886A2	02	1.97	Low	High	Low	Moderate	moderate	moderate	moderate	High	Moderate
710	9886A3	9886A3	02	0.40	Low	Low	Moderate	Moderate	moderate	moderate	moderate	Moderate	Moderate
303	9886D	9886D	02	0.11	Low	Low	Low	Low	moderate	moderate	moderate	Moderate	Moderate
302	9886E	9886E	02	1.63	Low	High	Low	Moderate	moderate	moderate	moderate	High	Moderate
458	9886J	9886J	02	0.69	Low	Low	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate
1034	9886M1	9886M1	02	0.28	Low	Low	Low	Moderate	low	moderate	moderate	Moderate	Moderate
206	9886M2	9886M2	02	0.24	Low	Low	Low	Moderate	low	high	moderate	Moderate	High
943	9886O	9886O	02	0.87	Low	Low	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate
903	9886R	9886R	02	3.64	Low	High	Low	Moderate	moderate	moderate	moderate	High	Moderate
459	9886U	9886U	02	0.57	Low	Low	Low	Moderate	low	high	moderate	Moderate	High
242	9886V	9886V	02	0.57	Low	Low	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate
241	9887B	9887B	02	0.57	Low	Moderate	Low	Low	moderate	moderate	moderate	Moderate	Moderate
90	9887H	9887H	02	2.09	Low	High	Low	Low	low	moderate	moderate	High	Moderate
717	9887J	9887J	02	0.80	Low	Moderate	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate
89	9887J4	9887J4	02	1.53	Low	Moderate	Low	Moderate	low	high	moderate	Moderate	High
62	9887K	9887K	02	1.49	Low	Low	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate
61	9887L	9887L	02	2.96	Low	High	Moderate	Moderate	moderate	moderate	moderate	High	Moderate
1005	9887M	9887M	02	0.82	Low	Low	Moderate	High	moderate	moderate	moderate	High	Moderate
1004	9887O	9887O	02	0.34	Low	Low	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate
1003	9887P	9887P	02	0.68	Low	Low	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate
143	9887Q	9887Qa	02	0.68	Low	Low	Moderate	Moderate	low	moderate	moderate	Moderate	Moderate

OBJECTID	ID	TEMP_ID	DIST_NO	GIS MILES	RISK_REC	RISK_FISH	RISK_WILD	RISK_WATSHD	RISK_DISTRICT	DIST_VALUE	ENG_VALUE	RISK FINAL	VALUE FINAL
142	9887Q	9887Qc	02	0.74	Low	High	Low	Moderate	moderate	moderate	moderate	High	Moderate
1167	9887R	9887R	02	0.33	Low	Low	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate
485	9887T1	9887T1	02	1.28	Low	High	Low	Moderate	low	high	moderate	High	High
892	9887U	9887U	02	1.20	Low	Moderate	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate
793	9887X	9887X	02	0.36	Low	Low	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate
499	9888A	9888A	02	0.05	Low	Moderate	Low	Moderate	low	high	moderate	Moderate	High
1166	9888B	9888B	02	0.84	Low	Moderate	Low	Moderate	low	high	moderate	Moderate	High
1128	9888F	9888F	02	1.34	Low	High	Low	Moderate	moderate	moderate	moderate	High	Moderate
1127	9888G	9888G	02	0.29	Low	Moderate	Low	Moderate	low	moderate	moderate	Moderate	Moderate
609	9888J	9888J	02	0.52	Low	Moderate	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate
1002	9888M	9888M	02	2.22	Low	High	Low	Moderate	moderate	moderate	moderate	High	Moderate
1016	9888P	9888P	07	0.58	Low	High	Low	Moderate	moderate	high	high	High	High
1001	9888Q	9888Q	02	0.48	Low	Moderate	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate
1154	9888U	9888U	02	0.54	Low	Moderate	Low	Low	moderate	moderate	moderate	Moderate	Moderate
977	9888V	9888V	02	0.82	Low	Low	Low	Moderate	low	high	moderate	Moderate	High
1153	9888X	9888X	02	0.75	Low	Moderate	Low	Low	moderate	moderate	moderate	Moderate	Moderate
798	9889H	9889Ha	07	0.12	Low	Moderate	Low	Low	low	moderate	moderate	Moderate	Moderate
799	9889H	9889Hd	07	2.13	Low	Moderate	Low	Low	high	low	low	High	Low
1262	9889I	9889I	07	0.58	Low	Moderate	Low	Low	high	low	low	High	Low
149	9889K	9889K	07	0.57	Low	Moderate	Low	Low	high	low	low	High	Low
1266	9889L	9889L	07	2.41	Low	High	Low	Moderate	high	low	low	High	Low
528	9889M	9889M	07	0.64	Low	High	Low	Low	high	low	low	High	Low
151	9889N	9889N	07	0.48	Low	Moderate	Low	Low	high	low	low	High	Low
150	9889R	9889R	07	1.55	Low	Moderate	Low	Low	high	low	low	High	Low
203	9889U	9889U	07	0.91	Low	High	Low	Moderate	high	low	low	High	Low
54	9889V	9889V	07	0.75	Low	Moderate	Low	Low	high	low	low	High	Low
47	9889Y	9889Y	07	2.12	Low	High	Low	Moderate	high	low	low	High	Low
37	9890D2	9890D2	07	0.77	Low	High	Low	Moderate	moderate	moderate	moderate	High	Moderate
51	9890G1	9890G1	07	1.31	Low	High	Low	Moderate	low	high	moderate	High	High
941	9890G3	9890G3	07	0.28	Low	Moderate	Low	Moderate	high	low	low	High	Low
657	9890H	9890Hc	07	0.03	Low	Moderate	Low	Low	moderate	moderate	moderate	Moderate	Moderate
148	9890H	9890Hd	07	0.50	Low	Moderate	Low	Moderate	high	low	low	High	Low
1049	9890I	9890Ic	07	0.12	Low	Moderate	Low	Low	moderate	moderate	moderate	Moderate	Moderate
147	9890I	9890Id	07	0.61	Low	Moderate	Low	Low	high	low	low	High	Low
50	9890S	9890S	07	0.32	Low	Moderate	Low	Moderate	low	high	moderate	Moderate	High
49	9890X	9890X	07	1.10	Low	Moderate	Low	Low	low	high	moderate	Moderate	High
53	9890Y	9890Y	07	0.15	Low	Moderate	Low	Low	low	high	moderate	Moderate	High
650	9891C	9891C	07	0.15	Low	Moderate	Low	Low	high	low	low	High	Low
1030	9891C1	9891C1	07	0.37	Low	Moderate	Low	Low	high	low	low	High	Low
1244	9892E	9892E	07	0.62	Low	Moderate	Low	Moderate	high	low	low	High	Low
202	9892G	9892G	07	1.04	Low	High	Low	Low	high	low	low	High	Low
911	9892G2	9892G2	07	0.47	Low	Moderate	Low	Low	moderate	moderate	moderate	Moderate	Moderate

OBJECTID	ID	TEMP_ID	DIST_NO	GIS MILES	RISK_REC	RISK_FISH	RISK_WILD	RISK_WATSHD	RISK_DISTRICT	DIST_VALUE	ENG_VALUE	RISK FINAL	VALUE FINAL
408	9900L	9900L	07	0.42	Low	Moderate	Low	Low	high	low	low	High	Low
667	9900X	9900X	07	0.49	Low	Moderate	Moderate	Moderate	high	low	low	High	Low
703	9901L	9901L	07	0.23	Low	Moderate	Low	Low	high	low	low	High	Low
239	9910Y	9910Y	07	0.89	Low	Moderate	High	Low	low	high	moderate	High	High
647	9951	9951	02	0.83	Low	Low	Low	Low	low	high	moderate	Low	High
169	9952	9952	02	1.07	Low	Low	Low	Moderate	low	high	moderate	Moderate	High
274	9965	9965	02	2.09	Low	High	Low	Low	low	high	moderate	High	High
564	9976B	9976B	02	2.21	Low	High	Low	Low	moderate	moderate	moderate	High	Moderate
1035	9976G	9976G	02	0.55	Low	Moderate	Low	Low	low	high	moderate	Moderate	High
645	9976K	9976K	02	1.11	Low	Low	Moderate	Moderate	low	high	moderate	Moderate	High
646	9976P	9976P	02	1.77	Low	High	Low	Moderate	low	high	moderate	High	High
649	9976Q	9976Q	02	0.83	Low	Moderate	Low	Moderate	low	high	moderate	Moderate	High
563	9977	9977	02	0.95	Low	High	Low	Moderate	moderate	moderate	moderate	High	Moderate
1006	9977C	9977C	02	0.69	Low	Moderate	Low	Moderate	low	high	moderate	Moderate	High
1144	9977H	9977H	02	0.78	Low	High	Low	Moderate	low	high	moderate	High	High
1146	9977Q	9977Q	02	2.06	Low	Moderate	Low	Moderate	low	high	moderate	Moderate	High
562	9978	9978	02	1.03	Low	Low	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate
787	99A	99A	02	1.23	Low	Moderate	Low	Moderate	low	moderate	moderate	Moderate	Moderate
110	99M	99Mc	02	1.68	Low	High	Low	High	moderate	moderate	moderate	High	Moderate
109	99M	99Mo	02	0.19	Low	Moderate	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate
561	99N	99N	02	0.45	Low	Moderate	Low	High	moderate	moderate	moderate	High	Moderate
503	99Z	99Z	02	0.33	High	Moderate	Low	Moderate	low	high	moderate	High	High
672	9C	9C	07	0.46	Low	Moderate	Low	Moderate	low	high	moderate	Moderate	High
1190	9D	9D	07	0.43	Low	Moderate	Low	Moderate	moderate	moderate	moderate	Moderate	Moderate
681	9H	9H	07	0.10	Low	Moderate	Moderate	High	low	high	moderate	High	High
1195	AZ-273	AZ-273	06	2.08	Low	High	High	High	high	low	low	High	Low
934	new	atv 23	07	0.37	Low	Moderate	Moderate	Moderate	low	high	low	Moderate	High
1067	new	atv 24	07	0.11	Low	Moderate	Low	Low	low	high	low	Moderate	High
1068	new	atv 25	07	0.18	Low	Moderate	Low	Low	low	high	low	Moderate	High
1070	new	atv 26	07	0.55	High	Moderate	Low	Moderate	low	high	low	High	High
1071	new	atv 27	07	0.13	Low	Moderate	Moderate	Low	low	high	low	Moderate	High
1072	new	atv 28	07	0.49	Low	Moderate	Low	Low	low	high	low	Moderate	High
1073	new	atv 29	07	0.29	Low	Moderate	Low	Low	low	high	low	Moderate	High
1074	new	atv 30	07	0.93	Low	Moderate	Moderate	Low	low	high	low	Moderate	High
1079	new	atv 31	07	0.95	Moderate	Low	Moderate	Low	low	high	low	Moderate	High
240	new	atv 32	07	0.78	Low	High	Low	Moderate	low	high	low	High	High
1270	new	atv 33	07	0.61	Low	Moderate	Moderate	Low	low	high	low	Moderate	High
1271	new	atv 34	07	6.37	Low	High	Low	Low	low	high	low	High	High
603	new	atv 35	07	3.03	Low	Moderate	Low	Low	low	high	low	Moderate	High
869	new	atv 36	07	0.76	Low	Moderate	Low	Moderate	low	high	low	Moderate	High
873	new	atv 37	07	0.26	Low	Moderate	Low	Moderate	low	high	low	Moderate	High
1114	new	atv 38	07	0.68	Low	Low	Low	Moderate	low	high	low	Moderate	High

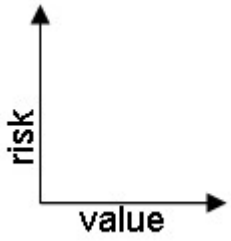
OBJECTID	ID	TEMP_ID	DIST_NO	GIS MILES	RISK_REC	RISK_FISH	RISK_WILD	RISK_WATSHD	RISK_DISTRICT	DIST_VALUE	ENG_VALUE	RISK FINAL	VALUE FINAL
57	new	atv 39	07	0.18	Low	Moderate	Low	Low	low	high	low	Moderate	High
899	new	atv 40	07	2.42	Low	High	Low	Moderate	low	high	low	High	High
1287	new	atv 41	07	0.76	Low	Low	Low	Low	low	high	low	Low	High
132	new	atv 42	07	1.71	Low	Moderate	Moderate	Moderate	low	high	low	Moderate	High
968	new	new44	07	1.86	Low	High	Low	Moderate	low	moderate	moderate	High	Moderate
1077	new	new45	07	1.59	High	Moderate	Moderate	Low	low	high	moderate	High	High
386	new	new46	07	1.97	Low	High	Low	Moderate	low	high	moderate	High	High
614	new	new47	07	0.28	Low	Moderate	High	Moderate	low	moderate	moderate	High	Moderate
623	new	new48	07	1.37	High	Moderate	Low	Low	low	high	moderate	High	High
1162	new	new49	07	1.58	Low	Moderate	Low	Low	low	moderate	moderate	Moderate	Moderate
1257	new	new50	07	0.57	Low	High	Low	Moderate	low	high	moderate	High	High
874	new	new51	07	0.80	High	Moderate	Low	Moderate	low	high	moderate	High	High
1281	new	new52	07	1.04	Low	Moderate	Low	Low	low	high	moderate	Moderate	High
1282	new	new53	07	0.73	Low	Moderate	Low	Low	low	high	moderate	Moderate	High
1283	new	new54	07	0.64	Low	Moderate	Low	Low	low	high	moderate	Moderate	High
1284	new	new55	07	0.21	Low	Moderate	Low	Low	low	high	moderate	Moderate	High
264		2 track 18	01	0.53	Low	High	High	Moderate	moderate	moderate	moderate	High	Moderate
670		289	06	1.51	Low	High	Low	Moderate	low	high	moderate	High	High
849		8057U	01	1.15	High	Moderate	Low	Moderate	low	high	moderate	High	High
500		atv 1	02	3.74	Low	High	Low	Moderate	low	high	low	High	High
101		atv 2	02	0.89	Low	Moderate	Low	Moderate	low	high	low	Moderate	High
648		atv 9	02	1.10	Low	Low	Low	Low	moderate	high	low	Moderate	High
275		atv43	02	0.42	Low	Low	Low	Low	low	high	low	Low	High
11		new1	03	0.23	High	Moderate	Low	Low	low	moderate	moderate	High	Moderate
409		new10	02	0.20	Low	Moderate	Low	Moderate	low	moderate	moderate	Moderate	Moderate
276		new100	06	0.52	Low	Moderate	Low	Moderate	low	high	moderate	Moderate	High
332		new101	06	0.13	Low	High	Low	Low	low	high	moderate	High	High
171		new11	02	0.59	Low	Low	Low	Moderate	low	moderate	moderate	Moderate	Moderate
1136		new12	02	0.43	Low	Low	Moderate	Moderate	low	moderate	moderate	Moderate	Moderate
114		new13	02	0.45	Low	Low	Low	Moderate	low	moderate	moderate	Moderate	Moderate
115		new14	02	1.05	Low	High	Low	Moderate	low	moderate	moderate	High	Moderate
116		new15	02	0.24	Low	Moderate	Low	Moderate	low	moderate	moderate	Moderate	Moderate
113		new16	02	0.15	Low	Low	Low	Moderate	low	moderate	moderate	Moderate	Moderate
952		new17	02	0.11	Low	Low	Low	Moderate	low	moderate	moderate	Moderate	Moderate
210		new18	02	0.27	Low	Low	Low	Low	low	moderate	moderate	Low	Moderate
979		new19	02	2.42	Low	Low	Low	Low	low	moderate	moderate	Low	Moderate
20		new2	03	1.77	Moderate	High	Moderate	Moderate	low	moderate	moderate	High	Moderate
976		new20	02	6.25	Low	Low	Low	Moderate	low	moderate	moderate	Moderate	Moderate
39		new21	03	0.23	Low	High	Low	Low	low	moderate	moderate	High	Moderate
818		new22	07	0.11	Low	Low	Low	Low	low	high	moderate	Low	High
154		new23	01	0.13	Low	High	Moderate	High	low	moderate	moderate	High	Moderate
713		new24	01	0.08	Low	High	Low	High	low	moderate	moderate	High	Moderate

OBJECTID	ID	TEMP_ID	DIST_NO	GIS MILES	RISK_REC	RISK_FISH	RISK_WILD	RISK_WATSHD	RISK_DISTRICT	DIST_VALUE	ENG_VALUE	RISK FINAL	VALUE FINAL
1090		new25	01	0.11	High	High	High	Low	low	moderate	moderate	High	Moderate
1091		new26	01	0.10	High	High	High	Low	low	moderate	moderate	High	Moderate
966		new27	06	0.15	Low	High	Low	High	low	moderate	moderate	High	Moderate
1022		new28	06	0.11	Low	High	Low	High	low	moderate	moderate	High	Moderate
324		new29	06	0.20	Low	High	Moderate	High	low	moderate	moderate	High	Moderate
893		new3	03	0.42	High	High	Low	Low	low	moderate	moderate	High	Moderate
325		new30	06	0.43	Low	High	Moderate	High	low	high	moderate	High	High
326		new31	06	0.18	Low	High	High	High	low	high	moderate	High	High
328		new32	06	0.74	Low	High	High	High	low	moderate	moderate	High	Moderate
1193		new33	06	0.89	Low	High	Moderate	High	low	moderate	moderate	High	Moderate
1194		new34	06	0.69	Low	High	Low	High	low	moderate	moderate	High	Moderate
732		new35	06	0.12	Low	High	High	High	low	high	moderate	High	High
1200		new36	06	0.16	High	Moderate	Moderate	High	low	moderate	moderate	High	Moderate
1203		new37	06	0.23	Low	Moderate	Low	High	low	moderate	moderate	High	Moderate
289		new38	06	0.03	Low	Moderate	Low	Low	low	moderate	moderate	Moderate	Moderate
819		new39	07	0.05	Low	Moderate	Low	Moderate	low	high	moderate	Moderate	High
464		new4	03	0.24	Low	High	Low	Moderate	low	moderate	moderate	High	Moderate
462		new40	06	1.11	Low	Moderate	Moderate	High	low	moderate	moderate	High	Moderate
895		new41	06	0.18	Low	Low	Low	Low	low	high	moderate	Low	High
1214		new42	06	0.51	Low	Low	High	Moderate	low	moderate	moderate	High	Moderate
251		new43	06	0.42	Low	Low	Moderate	Low	low	high	moderate	Moderate	High
3		new5	03	0.54	Low	High	Low	Low	low	moderate	moderate	High	Moderate
801		new56	02	0.22	Low	Moderate	Low	Moderate	low	moderate	moderate	Moderate	Moderate
273		new57	06	0.25	Low	Low	Moderate	Low	low	high	moderate	Moderate	High
335		new58	06	0.32	Low	Moderate	Low	High	low	high	moderate	High	High
336		new59	06	0.62	Low	Moderate	Low	High	low	high	moderate	High	High
4		new6	03	0.15	Low	High	Low	Low	low	moderate	moderate	High	Moderate
929		new60	07	0.16	Low	Low	Low	Low	low	high	moderate	Low	High
930		new61	07	0.11	Low	Low	Low	Low	low	high	moderate	Low	High
931		new62	07	0.09	Low	Moderate	Low	Low	low	high	moderate	Moderate	High
932		new63	07	0.30	Low	Moderate	Low	Moderate	low	high	moderate	Moderate	High
1274		new64	07	0.11	Low	Moderate	Low	Low	low	high	moderate	Moderate	High
790		new65	07	0.22	Low	Moderate	High	Moderate	low	high	moderate	High	High
337		new66	07	0.30	Low	Moderate	Low	Low	low	high	moderate	Moderate	High
338		new67	07	0.37	Low	Low	Low	Moderate	low	high	moderate	Moderate	High
339		new68	07	0.07	Low	Moderate	Moderate	Low	low	high	moderate	Moderate	High
340		new69	07	0.05	Low	Moderate	High	Moderate	low	high	moderate	High	High
1219		new7	03	0.13	High	High	Low	Moderate	low	high	moderate	High	High
341		new70	07	0.10	Low	Moderate	High	Moderate	low	high	moderate	High	High
342		new71	07	0.15	Low	Low	High	Low	low	high	moderate	High	High
343		new72	07	0.10	Low	Low	Moderate	Low	low	high	moderate	Moderate	High
802		new73	07	0.06	Low	Low	Low	Low	low	high	moderate	Low	High

OBJECTID	ID	TEMP_ID	DIST_NO	GIS MILES	RISK_REC	RISK_FISH	RISK_WILD	RISK_WATSHD	RISK_DISTRICT	DIST_VALUE	ENG_VALUE	RISK FINAL	VALUE FINAL
803		new74	07	0.09	Low	Low	Moderate	Low	low	high	moderate	Moderate	High
804		new75	07	0.11	Low	Moderate	Moderate	Low	low	high	moderate	Moderate	High
805		new76	07	0.10	Low	Moderate	Low	Low	low	high	moderate	Moderate	High
347		new77	07	0.15	Low	Moderate	Low	Moderate	low	high	moderate	Moderate	High
348		new78	07	0.09	Low	Moderate	Low	Low	low	high	moderate	Moderate	High
349		new79	07	0.23	Low	Moderate	Low	Low	low	high	moderate	Moderate	High
475		new8	03	0.85	High	High	High	Moderate	low	moderate	moderate	High	Moderate
350		new80	07	0.06	Low	Moderate	Low	Low	low	high	moderate	Moderate	High
351		new81	07	0.07	Low	Moderate	Low	Low	low	high	moderate	Moderate	High
352		new82	07	0.09	Low	Moderate	Low	Moderate	low	high	moderate	Moderate	High
353		new83	07	0.05	Low	Moderate	Low	Low	low	high	moderate	Moderate	High
354		new84	07	0.19	Low	Moderate	Low	Moderate	low	high	moderate	Moderate	High
355		new85	07	0.14	Low	Low	Low	Low	low	high	moderate	Low	High
356		new86	07	0.39	Low	Low	Low	Low	low	high	moderate	Low	High
357		new87	07	2.04	Low	Moderate	Moderate	Moderate	low	high	moderate	Moderate	High
806		new88	07	0.04	Low	Moderate	Moderate	Low	low	high	moderate	Moderate	High
807		new89	07	0.05	Low	Moderate	Moderate	Low	low	high	moderate	Moderate	High
917		new9	02	0.93	Low	Moderate	High	Moderate	low	moderate	moderate	High	Moderate
808		new90	07	0.06	Low	Moderate	Moderate	Low	low	high	moderate	Moderate	High
809		new91	07	0.20	Low	Moderate	Moderate	Moderate	low	high	moderate	Moderate	High
810		new92	07	0.28	Low	Moderate	Moderate	Moderate	low	high	moderate	Moderate	High
811		new93	07	0.08	Low	Moderate	Moderate	Low	low	high	moderate	Moderate	High
812		new94	07	0.23	Low	Low	Low	Low	low	high	moderate	Low	High
813		new95	07	0.26	Low	Low	Low	Low	low	high	moderate	Low	High
814		new96	07	0.06	Low	Low	Low	Low	low	high	moderate	Low	High
815		new97	07	0.06	Low	Low	Low	Low	low	high	moderate	Low	High
816		new98	07	0.05	Low	Low	Low	Low	low	high	moderate	Low	High
817		new99	07	0.04	Low	Low	Low	Low	low	high	moderate	Low	High
192		trail 33	03	3.47	High	High	High	Low	low	high	low	High	High
21		trail 470	03	1.93	High	High	Low	Low	low	high	moderate	High	High
345		trail 568	03	2.12	High	High	Low	Moderate	low	high	moderate	High	High
22		trail 707	03	2.38	High	High	Low	Moderate	low	high	moderate	High	High

Table 5: Evaluation Matrix for Travel Analysis assessment, conducted in 2 steps at the district and forest level.

HIGH RISK≥ LOW VALUE	HIGH RISK≥ MODERATE VALUE	HIGH RISK≥ HIGH VALUE
MODERATE RISK≥ LOW VALUE	MODERATE RISK MODERATE VALUE	MODERATE RISK! ≤HIGH VALUE!
LOW RISK LOW VALUE	LOW RISK! ≤MODERATE VALUE!	LOW RISK! ≤HIGH VALUE!



Discussion

Each route will be discussed individually; however, the following options are strategies that can be applied based on a strategic assessment.

Dark Green = Low-Moderate Risk & Value is greater than the Risk: e.g., Low Risk/High Value is best case scenario for supporting a change from currently closed road (level 1) to open road as part of the Public Transportation System.
Management Options Include: designation of route, continue to manage in NFS

Light Green = Low-Moderate Risk & Value is Equal to Risk
Management Options Include: Designation with mitigation, continue to manage in NFS with mitigation, closure, or conversion

Grey = Moderate-High Risk & Value is less than or Equal to Risk: e.g., High Risk/Low Value is best case scenario for supporting proposal to close an existing open road or supporting decision to not include a closed road as part of the Public Transportation System.
Management Options Include: closure, conversion, decommissioning (removal from system), continue to manage in NFS with mitigation, designation with mitigation

Step 6- Reporting

The Purpose of this step is to:

- Report the key findings of the analysis by incorporating the assessments made in previous sections into site-specific recommendations for change.

The products of this step are:

- Results including a site-specific list of technical recommendations, along with maps that document:
    - Recommended changes to the transportation system,
    - Unneeded roads suggested for future decommissioning projects, and
    - A suggested designated system of roads, trails, and areas for motor vehicle use, including dispersed camping sites.

Report

This report is available to the public, if requested and will become part of the *Apache-Sitgreaves National Forests Public Wheeled Motorized Travel Management EIS* project file.

Key Findings of the Analysis:

The following pages contain a list of site-specific recommended changes. This table includes roads recommended for designation and routes recommended for decommissioning.

Maps displaying the spatial attributes of these tables follow. The map section also contains a map displaying suggested dispersed camping locations for designation.

Discussion

The analysis from step 5, including risk and value ratings, was used to develop the proposals documented on the following tables and maps. This information is meant to strategically guide further management of the forest transportation system. In general, most recommendations follow the matrix described in step 5. Implementation of recommendations associated with moderate or high resource concerns should utilize mitigation measures and best management practices to reduce environmental effects. Additional site-specific management considerations should be developed during subsequent project-level planning and environmental analysis efforts.

OBJECTID	ID	TEMP_ID	OPER_LEVEL	SYSTEM	DIST_NO	GIS MILES	PROP_MVUM	ML_CHANGE	ALLOW_USE_CHANGE	ENG_COMMENTS
1058	0	atv 10	nonsystem		02	0.72	Vehicles 50 in Wide or Less	New ATV	new open restricted	recreational value
1083	0	atv 11	nonsystem		02	0.56	Vehicles 50 in Wide or Less	New ATV	new open restricted	recreational value
1084	0	atv 12	nonsystem		02	0.46	Vehicles 50 in Wide or Less	New ATV	new open restricted	recreational value
248	0	atv 13	nonsystem		02	1.84	Vehicles 50 in Wide or Less	New ATV	new open restricted	recreational value
82	0	atv 14	nonsystem		02	2.41	Vehicles 50 in Wide or Less	New ATV	new open restricted	recreational value
588	0	atv 15	nonsystem		02	0.92	Vehicles 50 in Wide or Less	New ATV	new open restricted	recreational value
589	0	atv 16	nonsystem		02	0.75	Vehicles 50 in Wide or Less	New ATV	new open restricted	recreational value
590	0	atv 17	nonsystem		02	0.65	Vehicles 50 in Wide or Less	New ATV	new open restricted	recreational value
591	0	atv 18	nonsystem		02	1.02	Vehicles 50 in Wide or Less	New ATV	new open restricted	recreational value
592	0	atv 19	nonsystem		02	1.54	Vehicles 50 in Wide or Less	New ATV	new open restricted	recreational value
593	0	atv 20	nonsystem		02	1.31	Vehicles 50 in Wide or Less	New ATV	new open restricted	recreational value
594	0	atv 21	nonsystem		02	0.25	Vehicles 50 in Wide or Less	New ATV	new open restricted	recreational value
595	0	atv 22	nonsystem		02	0.96	Vehicles 50 in Wide or Less	New ATV	new open restricted	recreational value
1052	0	atv 3	nonsystem		02	2.15	Vehicles 50 in Wide or Less	New ATV	new open restricted	recreational value
1053	0	atv 4	nonsystem		02	0.22	Vehicles 50 in Wide or Less	New ATV	new open restricted	recreational value
1054	0	atv 5	nonsystem		02	0.72	Vehicles 50 in Wide or Less	New ATV	new open restricted	recreational value
1055	0	atv 6	nonsystem		02	0.09	Vehicles 50 in Wide or Less	New ATV	new open restricted	recreational value
1056	0	atv 7	nonsystem		02	0.62	Vehicles 50 in Wide or Less	New ATV	new open restricted	recreational value
1057	0	atv 8	nonsystem		02	0.15	Vehicles 50 in Wide or Less	New ATV	new open restricted	recreational value
445	100A	100A	2 - HIGH CLEARA	NFSR - NA	02	0.66		ML2 to ML1	open to closed	maintain for future access
444	100B	100B	2 - HIGH CLEARA	NFSR - NA	02	6.18		ML2 to ML1	open to closed	maintain for future access
442	100F	100F	2 - HIGH CLEARA	NFSR - NA	02	0.17		ML2 to ML1	open to closed	maintain for future access
165	100G	100G	2 - HIGH CLEARA	NFSR - NA	02	0.90		ML2 to ML1	open to closed	maintain for future access
791	104A	104A	1 - BASIC CUSTO	NFSR - NA	03	2.49	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
469	111D	111D	1 - BASIC CUSTO	NFSR - NA	03	1.33	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
468	111E	111E	1 - BASIC CUSTO	NFSR - NA	03	2.33	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
1204	112A	112A	1 - BASIC CUSTO	NFSR - NA	06	0.17	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
80	112B	112B	1 - BASIC CUSTO	NFSR - NA	06	1.31	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
1155	112B1	112B1	1 - BASIC CUSTO	NFSR - NA	06	0.21	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
862	115	115	2 - HIGH CLEARA	NFSR - NA	02	0.52		ML2 to ML1	open to closed	maintain for future access
908	115A2	115A2	2 - HIGH CLEARA	NFSR - NA	02	0.42		ML2 to ML1	open to closed	maintain for future access
1148	115B	115B	2 - HIGH CLEARA	NFSR - NA	02	2.20		ML2 to ML1	open to closed	maintain for future access
307	115C	115C	2 - HIGH CLEARA	NFSR - NA	02	0.50		ML2 to ML1	open to closed	maintain for future access
572	115D	115D	2 - HIGH CLEARA	NFSR - NA	02	0.81		ML2 to ML1	open to closed	maintain for future access
1142	115F	115F	2 - HIGH CLEARA	NFSR - NA	02	1.22		ML2 to ML1	open to closed	maintain for future access
1140	115G	115G	2 - HIGH CLEARA	NFSR - NA	02	0.92		ML2 to ML1	open to closed	maintain for future access
1139	115I	115I	2 - HIGH CLEARA	NFSR - NA	02	0.20		ML2 to ML1	open to closed	maintain for future access
974	115L	115L	2 - HIGH CLEARA	NFSR - NA	02	1.00		ML2 to ML1	open to closed	maintain for future access
126	115M	115M	2 - HIGH CLEARA	NFSR - NA	02	1.04		ML2 to ML1	open to closed	maintain for future access
125	115O	115O	2 - HIGH CLEARA	NFSR - NA	02	1.63		ML2 to ML1	open to closed	maintain for future access
795	115Q	115Q	2 - HIGH CLEARA	NFSR - NA	02	0.81		ML2 to ML1	open to closed	maintain for future access
611	115S	115S	2 - HIGH CLEARA	NFSR - NA	02	2.05		ML2 to ML1	open to closed	maintain for future access
470	115T	115T	2 - HIGH CLEARA	NFSR - NA	02	1.49		ML2 to ML1	open to closed	maintain for future access
612	115U	115U	2 - HIGH CLEARA	NFSR - NA	02	1.38			open to admin only	maintain for future access
534	115V	115V	2 - HIGH CLEARA	NFSR - NA	02	0.23		ML2 to ML1	open to closed	maintain for future access
1108	116A	116A	1 - BASIC CUSTO	NFSR - NA	06	1.87	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
820	116C	116C	1 - BASIC CUSTO	NFSR - NA	06	0.23	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
439	116D	116D	1 - BASIC CUSTO	NFSR - NA	06	1.94		ML1 to DE		unneeded
1110	116D1	116D1	1 - BASIC CUSTO	NFSR - NA	06	0.09	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
449	116F	116F	1 - BASIC CUSTO	NFSR - NA	06	0.73	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
821	116M	116M	1 - BASIC CUSTO	NFSR - NA	06	0.14	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used

OBJECTID	ID	TEMP_ID	OPER_LEVEL	SYSTEM	DIST_NO	GIS MILES	PROP_MVUM	ML_CHANGE	ALLOW_USE_CHANGE	ENG_COMMENTS
1023	116Q	116Q	1 - BASIC CUSTO	NFSR - NA	06	0.04	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
448	116S	116S	1 - BASIC CUSTO	NFSR - NA	06	0.68	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
290	117B	117B	2 - HIGH CLEARA	NFSR - NA	06	0.59		ML2 to ML1	open to closed	maintain for future access
742	117H	117H	1 - BASIC CUSTO	NFSR - NA	06	1.26	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
863	120	120	2 - HIGH CLEARA	NFSR - NA	02	1.70		ML2 to ML1	open to closed	maintain for future access
864	120A	120A	2 - HIGH CLEARA	NFSR - NA	02	2.24		ML2 to ML1	open to closed	maintain for future access
478	120B	120B	2 - HIGH CLEARA	NFSR - NA	02	2.04		ML2 to ML1	open to closed	maintain for future access
477	120B4	120B4	2 - HIGH CLEARA	NFSR - NA	02	0.61		ML2 to ML1	open to closed	maintain for future access
836	120Y	120Y	2 - HIGH CLEARA	NFSR - NA	02	1.50		ML2 to ML1	open to closed	maintain for future access
447	120Z3	120Z3	2 - HIGH CLEARA	NFSR - NA	02	0.51		ML2 to ML1	open to closed	maintain for future access
1100	122A	122A	1 - BASIC CUSTO	NFSR - NA	02	2.46	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
831	124A	124A	2 - HIGH CLEARA	NFSR - NA	02	4.26		ML2 to ML1	open to closed	maintain for future access
910	129A	129A	2 - HIGH CLEARA	NFSR - NA	07	1.83			open to admin only	maintain for future access
658	129B	129B	2 - HIGH CLEARA	NFSR - NA	07	0.56		ML2 to DE	open to closed	unneeded
1121	130B	130B	1 - BASIC CUSTO	NFSR - NA	07	0.49		ML1 to DE		unneeded
1268	130F	130F	1 - BASIC CUSTO	NFSR - NA	07	0.58		ML1 to DE		unneeded
915	131	131	2 - HIGH CLEARA	NFSR - NA	07	1.64	All Motorized Vehicles	ML2 Relocate		currently open and being used
219	131A	131A	2 - HIGH CLEARA	NFSR - NA	07	1.23			open to admin only	maintain for future access
1165	132C	132C	1 - BASIC CUSTO	NFSR - NA	02	3.09	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
913	133B	133B	1 - BASIC CUSTO	NFSR - NA	07	0.91		ML1 to DE		unneeded
1248	133C	133C	2 - HIGH CLEARA	NFSR - NA	07	0.51		ML2 to DE	open to closed	unneeded
1251	133E	133E	2 - HIGH CLEARA	NFSR - NA	07	1.53			open to admin only	maintain for future access
1250	133F	133F	2 - HIGH CLEARA	NFSR - NA	07	0.71			open to admin only	maintain for future access
871	134A	134A	1 - BASIC CUSTO	NFSR - NA	07	3.25	Vehicles 50 in Wide or Less	ML1 to ML1 and ATV	closed to open restricted	suggest keeping as dual-purpose ML 1 road and trail
886	134A1	134A1	1 - BASIC CUSTO	NFSR - NA	07	1.08		ML1 to DE		unneeded
885	134A2	134A2	1 - BASIC CUSTO	NFSR - NA	07	1.08		ML1 to DE		unneeded
872	134A3	134A3	1 - BASIC CUSTO	NFSR - NA	07	0.23	Vehicles 50 in Wide or Less	ML1 to ML1 and ATV	closed to open restricted	suggest keeping as dual-purpose ML 1 road and trail
1227	134F	134F	2 - HIGH CLEARA	NFSR - NA	07	0.20		ML2 to DE	open to closed	unneeded
1226	134G	134G	2 - HIGH CLEARA	NFSR - NA	07	0.29		ML2 to DE	open to closed	unneeded
1246	134J	134J	2 - HIGH CLEARA	NFSR - NA	07	0.08			open to admin only	maintain for future access
389	135J	135J	2 - HIGH CLEARA	NFSR - NA	07	1.49		ML2 to DE	open to closed	unneeded
388	135K	135K	2 - HIGH CLEARA	NFSR - NA	07	1.06		ML2 to DE	open to closed	unneeded
387	135M	135M	2 - HIGH CLEARA	NFSR - NA	07	0.29		DE to ML2	closed to admin only	maintain for future access
73	135O	135Oc	2 - HIGH CLEARA	NFSR - NA	07	0.62		DE to ML2	closed to admin only	maintain for future access
74	135O	135Od	2 - HIGH CLEARA	NFSR - NA	07	0.71		ML2 to DE	open to closed	unneeded
1187	135P	135P	1 - BASIC CUSTO	NFSR - NA	07	0.51		ML1 to DE		unneeded
1186	135P1	135P1	2 - HIGH CLEARA	NFSR - NA	07	0.10		ML2 to DE	open to closed	unneeded
1236	135T	135T	2 - HIGH CLEARA	NFSR - NA	07	1.60		ML2 to DE	open to closed	unneeded
1230	136A	136A	2 - HIGH CLEARA	NFSR - NA	07	0.33		ML2 to DE	open to closed	unneeded
599	136B	136B	2 - HIGH CLEARA	NFSR - NA	07	0.22		ML2 to DE	open to closed	unneeded
598	136C	136C	2 - HIGH CLEARA	NFSR - NA	07	0.13		ML2 to DE	open to closed	unneeded
1233	136I	136I	1 - BASIC CUSTO	NFSR - NA	07	0.11		ML1 to DE		unneeded
283	136J	136J	1 - BASIC CUSTO	NFSR - NA	07	0.54		ML1 to DE		unneeded
753	139A	139A	1 - BASIC CUSTO	NFSR - NA	02	2.03	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
687	139D	139D	2 - HIGH CLEARA	NFSR - NA	07	0.81		ML2 to DE	open to closed	unneeded
679	139R	139R	2 - HIGH CLEARA	NFSR - NA	02	0.63		ML2 to ML1	open to closed	maintain for future access
664	139S	139S	2 - HIGH CLEARA	NFSR - NA	02	0.68		ML2 to ML1	open to closed	maintain for future access
942	143B	143B	2 - HIGH CLEARA	NFSR - NA	07	0.23		ML2 to DE	open to closed	unneeded
1012	143B2	143B2	2 - HIGH CLEARA	NFSR - NA	07	0.65		ML2 to DE	open to closed	unneeded

OBJECTID	ID	TEMP_ID	OPER_LEVEL	SYSTEM	DIST_NO	GIS MILES	PROP_MVUM	ML_CHANGE	ALLOW_USE_CHANGE	ENG_COMMENTS
1015	143B3	143B3c	2 - HIGH CLEARA	NFSR - NA	07	0.19			open to admin only	maintain for future access
1026	143B3	143B3d	2 - HIGH CLEARA	NFSR - NA	07	0.59		ML2 to DE	open to closed	unneeded
417	143B4	143B4	1 - BASIC CUSTO	NFSR - NA	07	0.14		ML1 to DE		unneeded
828	143C	143C	2 - HIGH CLEARA	NFSR - NA	07	1.52			open to admin only	maintain for future access
376	143C1	143C1	2 - HIGH CLEARA	NFSR - NA	07	0.20		ML2 to DE	open to closed	unneeded
416	143D	143D	2 - HIGH CLEARA	NFSR - NA	07	0.59		ML2 to DE	open to closed	unneeded
830	146A	146A	1 - BASIC CUSTO	NFSR - NA	02	0.69	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
131	146B	146B	1 - BASIC CUSTO	NFSR - NA	02	2.69	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
187	148	148	3 - SUITABLE FO	NFSR - NA	02	0.95	Highway Legal Vehicles	ML3 to ML4		
209	153A	153A	2 - HIGH CLEARA	NFSR - NA	02	0.68		ML2 to ML1	open to closed	maintain for future access
842	153C	153C	2 - HIGH CLEARA	NFSR - NA	02	2.61		ML2 to ML1	open to closed	maintain for future access
69	154A	154A	2 - HIGH CLEARA	NFSR - NA	02	0.66		ML2 to ML1	open to closed	maintain for future access
97	160	160	2 - HIGH CLEARA	NFSR - NA	02	2.65		ML2 to ML1	open to closed	maintain for future access
108	161	161c	3 - SUITABLE FO	NFSR - NA	02	0.99		ML3 to ML1	open restricted to closed	
754	161	161o	1 - BASIC CUSTO	NFSR - NA	02	1.08	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
190	161F	161F	1 - BASIC CUSTO	NFSR - NA	02	1.70	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
761	163	163	2 - HIGH CLEARA	NFSR - NA	02	2.26		ML2 to ML1	open to closed	maintain for future access
901	168	168	2 - HIGH CLEARA	NFSR - NA	02	0.50		ML2 to ML1	open to closed	maintain for future access
676	169	169	3 - SUITABLE FO	NFSR - NA	02	8.31	Highway Legal Vehicles	ML3 to ML3 and ATV	open restricted to open	safety risk-motorized mixed use
677	169B	169B	1 - BASIC CUSTO	NFSR - NA	02	0.81	Vehicles 50 in Wide or Less	ML1 to ML1 and ATV	closed to open restricted	suggest keeping as dual-purpose ML 1 road and trail
510	169B1	169B1	2 - HIGH CLEARA	NFSR - NA	02	0.99		ML2 to ML1	open to closed	maintain for future access
678	169B6	169B6	1 - BASIC CUSTO	NFSR - NA	02	0.83	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
81	169C	169C	2 - HIGH CLEARA	NFSR - NA	02	2.93		ML2 to ML1	open to closed	maintain for future access
400	169C3	169C3	2 - HIGH CLEARA	NFSR - NA	02	0.22		ML2 to ML1	open to closed	maintain for future access
144	169E	169E	2 - HIGH CLEARA	NFSR - NA	02	1.12		ML2 to ML1	open to closed	maintain for future access
700	169K	169K	2 - HIGH CLEARA	NFSR - NA	02	2.68		ML2 to ML1	open to closed	maintain for future access
699	169L	169L	2 - HIGH CLEARA	NFSR - NA	02	1.11		ML2 to ML1	open to closed	maintain for future access
145	169N	169N	2 - HIGH CLEARA	NFSR - NA	02	0.92		ML2 to ML1	open to closed	maintain for future access
630	169O	169O	2 - HIGH CLEARA	NFSR - NA	02	1.85		ML2 to ML1	open to closed	maintain for future access
629	169O1	169O1	2 - HIGH CLEARA	NFSR - NA	02	0.68		ML2 to ML1	open to closed	maintain for future access
861	169Q	169Q	2 - HIGH CLEARA	NFSR - NA	02	0.77		ML2 to DE	open to closed	unneeded
628	169R	169R	2 - HIGH CLEARA	NFSR - NA	02	1.00		ML2 to ML1	open to closed	maintain for future access
180	169R1	169R1	2 - HIGH CLEARA	NFSR - NA	02	0.27		ML2 to ML1	open to closed	maintain for future access
1088	169U	169U	2 - HIGH CLEARA	NFSR - NA	02	0.53	Vehicles 50 in Wide or Less	ML2 to ML1 and ATV	open to open restricted	recreational value
1087	169V	169V	2 - HIGH CLEARA	NFSR - NA	02	0.90	Vehicles 50 in Wide or Less	ML2 to ML1 and ATV	open to open restricted	recreational value
579	170A	170A	2 - HIGH CLEARA	NFSR - NA	02	2.33		ML2 to ML1	open to closed	maintain for future access
1085	170B	170B	2 - HIGH CLEARA	NFSR - NA	02	1.11		ML2 to ML1	open to closed	maintain for future access
1086	170B1	170B1	2 - HIGH CLEARA	NFSR - NA	02	0.26		ML2 to ML1	open to closed	maintain for future access
509	170E	170E	2 - HIGH CLEARA	NFSR - NA	02	1.17		ML2 to ML1	open to closed	maintain for future access
127	170F	170F	1 - BASIC CUSTO	NFSR - NA	02	4.19	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
508	170H	170H	2 - HIGH CLEARA	NFSR - NA	02	2.07		ML2 to ML1	open to closed	maintain for future access
476	170I	170I	2 - HIGH CLEARA	NFSR - NA	02	0.26		ML2 to ML1	open to closed	maintain for future access
951	170J	170J	2 - HIGH CLEARA	NFSR - NA	02	0.58		ML2 to ML1	open to closed	maintain for future access
1125	170L	170L	2 - HIGH CLEARA	NFSR - NA	02	1.29		ML2 to ML1	open to closed	maintain for future access
1124	170N	170N	2 - HIGH CLEARA	NFSR - NA	02	0.38		ML2 to ML1	open to closed	maintain for future access
786	170P	170P	2 - HIGH CLEARA	NFSR - NA	02	0.70		ML2 to ML1	open to closed	maintain for future access
467	172D	172D	2 - HIGH CLEARA	NFSR - NA	02	0.67		ML2 to ML1	open to closed	maintain for future access
466	172F	172F	2 - HIGH CLEARA	NFSR - NA	02	0.99		ML2 to ML1	open to closed	maintain for future access
465	172G	172G	2 - HIGH CLEARA	NFSR - NA	02	0.81		ML2 to ML1	open to closed	maintain for future access
269	180F	180F	2 - HIGH CLEARA	NFSR - NA	02	2.80		ML2 to ML1	open to closed	maintain for future access

OBJECTID	ID	TEMP_ID	OPER_LEVEL	SYSTEM	DIST_NO	GIS MILES	PROP_MVUM	ML_CHANGE	ALLOW_USE_CHANGE	ENG_COMMENTS
909	180G	180G	2 - HIGH CLEARA	NFSR - NA	02	0.78		ML2 to ML1	open to closed	maintain for future access
671	182B	182Bd	1 - BASIC CUSTO	NFSR - NA	07	0.67		ML1 to DE		unneeded
967	182B?	182B?o	nonsystem		07	2.04	All Motorized Vehicles	UN to ML2	new open	currently being used
1286	182F	182F	1 - BASIC CUSTO	NFSR - NA	07	0.13	Vehicles 50 in Wide or Less	ML1 to ML1 and ATV	closed to open restricted	suggest keeping as dual-purpose ML 1 road and trail
215	182G	182G	1 - BASIC CUSTO	NFSR - NA	07	1.37		ML1 to DE		unneeded
970	185B	185B	1 - BASIC CUSTO	NFSR - NA	07	2.03		ML1 to DE		unneeded
1111	187B	187B	1 - BASIC CUSTO	NFSR - NA	07	0.80		ML1 to DE		unneeded
207	195	195	1 - BASIC CUSTO	NFSR - NA	02	0.72	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
602	206E	206E	1 - BASIC CUSTO	NFSR - NA	07	0.65	Vehicles 50 in Wide or Less	ML1 to ML1 and ATV	closed to open restricted	suggest keeping as dual-purpose ML 1 road and trail
1134	208R	208R	2 - HIGH CLEARA	NFSR - NA	02	0.18		ML2 to ML1	open to closed	maintain for future access
675	211	211	2 - HIGH CLEARA	NFSR - NA	02	2.02		ML2 to ML1	open to closed	maintain for future access
38	211A	211A	2 - HIGH CLEARA	NFSR - NA	02	0.09		ML2 to ML1	open to closed	maintain for future access
721	213	213	2 - HIGH CLEARA	NFSR - NA	02	12.34	Vehicles 50 in Wide or Less	ML2 to ML1 and ATV	open to open restricted	recreational value
443	213B	213B	2 - HIGH CLEARA	NFSR - NA	02	1.93		ML2 to ML1	open to closed	maintain for future access
955	215	215	2 - HIGH CLEARA	NFSR - NA	03	0.66	Vehicles 50 in Wide or Less	ML2 to ML1 and ATV	open to open restricted	recreational value
1145	215A	215A	1 - BASIC CUSTO	NFSR - NA	03	3.21	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
344	215B	215B	1 - BASIC CUSTO	NFSR - NA	03	1.46	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
566	216	216	2 - HIGH CLEARA	NFSR - NA	02	0.86		ML2 to ML1	open to closed	maintain for future access
824	216A	216A	2 - HIGH CLEARA	NFSR - NA	02	2.22		ML2 to ML1	open to closed	maintain for future access
379	216B	216B	2 - HIGH CLEARA	NFSR - NA	02	1.43		ML2 to ML1	open to closed	maintain for future access
463	217B	217B	2 - HIGH CLEARA	NFSR - NA	03	0.25		ML2 to ML1	open to closed	maintain for future access
954	217D	217D	2 - HIGH CLEARA	NFSR - NA	03	0.28		ML2 to ML1	open to closed	maintain for future access
973	217N	217N	1 - BASIC CUSTO	NFSR - NA	03	0.84	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
397	217Q	217Q	1 - BASIC CUSTO	NFSR - NA	03	0.17	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
396	217R	217R	1 - BASIC CUSTO	NFSR - NA	03	0.92	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
936	217R1	217R1	1 - BASIC CUSTO	NFSR - NA	03	0.30	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
456	217T	217T	1 - BASIC CUSTO	NFSR - NA	03	0.61	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
398	218A	218A	2 - HIGH CLEARA	NFSR - NA	02	2.57		ML2 to ML1	open to closed	maintain for future access
1007	218F	218F	1 - BASIC CUSTO	NFSR - NA	02	0.14	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
1141	218G	218G	2 - HIGH CLEARA	NFSR - NA	02	2.99		ML2 to ML1	open to closed	maintain for future access
686	219I	219I	1 - BASIC CUSTO	NFSR - NA	07	0.89		ML1 to DE		unneeded
495	219J	219J	1 - BASIC CUSTO	NFSR - NA	07	1.20		ML1 to DE		unneeded
702	22	22d	1 - BASIC CUSTO	NFSR - NA	07	0.09		ML1 to DE		unneeded
95	22	22o	1 - BASIC CUSTO	NFSR - NA	07	3.78	All Motorized Vehicles	ML1 to ML2		currently open and being used
153	220	220d	2 - HIGH CLEARA	NFSR - NA	07	1.53		ML2 to DE	open to closed	unneeded
455	220	220o	2 - HIGH CLEARA	NFSR - NA	02	0.54	Highway Legal Vehicles	ML2 to ML3	open to open restricted	
797	220A	220A	1 - BASIC CUSTO	NFSR - NA	07	0.27	Vehicles 50 in Wide or Less	ML1 to ML1 and ATV	closed to open restricted	suggest keeping as dual-purpose ML 1 road and trail
900	221A	221Aa	2 - HIGH CLEARA	NFSR - NA	07	2.37	Vehicles 50 in Wide or Less	ML2 to ML1 and ATV	open to open restricted	recreational value
78	221A	221Ad	2 - HIGH CLEARA	NFSR - NA	07	1.22		ML2 to DE	open to closed	unneeded
1265	221C	221C	2 - HIGH CLEARA	NFSR - NA	07	1.49		ML2 to DE	open to closed	unneeded
79	221E	221E	1 - BASIC CUSTO	NFSR - NA	07	0.45	Vehicles 50 in Wide or Less	ML1 to ML1 and ATV	closed to open restricted	suggest keeping as dual-purpose ML 1 road and trail
48	221G	221G	1 - BASIC CUSTO	NFSR - NA	07	0.32		ML1 to DE		unneeded
542	224F	224F	2 - HIGH CLEARA	NFSR - NA	07	0.19			open to admin only	maintain for future access
479	224M?	224M?	nonsystem		07	1.04	Vehicles 50 in Wide or Less	New ATV	new open restricted	recreational value
963	224T	224T	1 - BASIC CUSTO	NFSR - NA	07	1.08	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
245	225A1	225A1	2 - HIGH CLEARA	NFSR - NA	02	2.47		ML2 to ML1	open to closed	maintain for future access
845	225A2	225A2	2 - HIGH CLEARA	NFSR - NA	02	0.49		ML2 to ML1	open to closed	maintain for future access

OBJECTID	ID	TEMP_ID	OPER_LEVEL	SYSTEM	DIST_NO	GIS MILES	PROP_MVUM	ML_CHANGE	ALLOW_USE_CHANGE	ENG_COMMENTS
844	225B	225B	2 - HIGH CLEARA	NFSR - NA	02	2.00		ML2 to ML1	open to closed	maintain for future access
843	225C	225C	2 - HIGH CLEARA	NFSR - NA	02	1.24		ML2 to ML1	open to closed	maintain for future access
1289	225D	225D	2 - HIGH CLEARA	NFSR - NA	02	0.53		ML2 to ML1	open to closed	maintain for future access
178	225T1	225T1	2 - HIGH CLEARA	NFSR - NA	02	0.35		ML2 to ML1	open to closed	maintain for future access
1157	226	226	2 - HIGH CLEARA	NFSR - NA	07	0.28		ML2 to DE	open to closed	unneeded
1050	228	228	2 - HIGH CLEARA	NFSR - NA	02	2.59		ML2 to DE	open to closed	unneeded
177	228A	228A	2 - HIGH CLEARA	NFSR - NA	02	0.22		ML2 to ML1	open to closed	maintain for future access
176	228E	228E	2 - HIGH CLEARA	NFSR - NA	02	0.11		ML2 to ML1	open to closed	maintain for future access
124	229A	229A	2 - HIGH CLEARA	NFSR - NA	07	1.09			open to admin only	maintain for future access
123	229B	229B	2 - HIGH CLEARA	NFSR - NA	07	0.30		ML2 to DE	open to closed	unneeded
122	229C	229C	2 - HIGH CLEARA	NFSR - NA	07	0.60		ML2 to DE	open to closed	unneeded
883	229E	229E	1 - BASIC CUSTO	NFSR - NA	07	0.99		ML1 to DE		unneeded
882	229F	229F	1 - BASIC CUSTO	NFSR - NA	07	0.64		ML1 to DE		unneeded
884	229G	229G	1 - BASIC CUSTO	NFSR - NA	07	0.35		ML1 to DE		unneeded
881	229G1	229G1	1 - BASIC CUSTO	NFSR - NA	07	0.28		ML1 to DE		unneeded
880	229H	229H	1 - BASIC CUSTO	NFSR - NA	07	0.55		ML1 to DE		unneeded
1229	229I	229I	1 - BASIC CUSTO	NFSR - NA	07	0.30		ML1 to DE		unneeded
1228	229J1	229J1	1 - BASIC CUSTO	NFSR - NA	07	0.10		ML1 to DE		unneeded
406	237B	237B	1 - BASIC CUSTO	NFSR - NA	02	0.54	Vehicles 50 in Wide or Less	ML1 to ML1 and ATV	closed to open restricted	suggest keeping as dual-purpose ML 1 road and trail
487	237C	237C	2 - HIGH CLEARA	NFSR - NA	02	3.83	Vehicles 50 in Wide or Less	ML2 to ML1 and ATV	open to open restricted	recreational value
486	23A	23A	2 - HIGH CLEARA	NFSR - NA	02	2.73		ML2 to ML1	open to closed	maintain for future access
204	249J	249J	1 - BASIC CUSTO	NFSR - NA	01	0.12	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
414	249K	249K	1 - BASIC CUSTO	NFSR - NA	06	0.32	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
311	249N	249N	1 - BASIC CUSTO	NFSR - NA	01	0.07	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
267	249T	249T	1 - BASIC CUSTO	NFSR - NA	01	0.69	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
1098	24K	24K	1 - BASIC CUSTO	NFSR - NA	06	0.19	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
362	24U	24U	1 - BASIC CUSTO	NFSR - NA	01	1.09	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
507	25D	25D	1 - BASIC CUSTO	NFSR - NA	01	2.59	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
186	25G	25G	2 - HIGH CLEARA	NFSR - NA	01	1.61		ML2 to ML1	open to closed	maintain for future access
770	25H1	25H1	2 - HIGH CLEARA	NFSR - NA	01	0.18		ML2 to ML1	open to closed	maintain for future access
140	25I1	25I1	1 - BASIC CUSTO	NFSR - NA	01	1.09	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
857	25J2	25J2	2 - HIGH CLEARA	NFSR - NA	01	0.25		ML2 to ML1	open to closed	maintain for future access
185	25S	25S	1 - BASIC CUSTO	NFSR - NA	01	1.09	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
953	260A	260A	1 - BASIC CUSTO	NFSR - NA	02	0.74	Vehicles 50 in Wide or Less	ML1 to ML1 and ATV	closed to open restricted	suggest keeping as dual-purpose ML 1 road and trail
545	260B	260B	1 - BASIC CUSTO	NFSR - NA	02	2.60	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
139	260H	260H	1 - BASIC CUSTO	NFSR - NA	02	0.57	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
1103	261C	261C	2 - HIGH CLEARA	NFSR - NA	06	0.76			open to admin only	maintain for future access
1104	261F	261F	2 - HIGH CLEARA	NFSR - NA	06	0.57			open to admin only	maintain for future access
1252	263	263	2 - HIGH CLEARA	NFSR - NA	07	1.55	All Motorized Vehicles	ML2 Relocate		currently open and being used
484	265B	265B	2 - HIGH CLEARA	NFSR - NA	02	1.31	Vehicles 50 in Wide or Less	ML2 to ML1 and ATV	open to open restricted	recreational value
483	265C	265C	2 - HIGH CLEARA	NFSR - NA	02	1.19	Vehicles 50 in Wide or Less	ML2 to ML1 and ATV	open to open restricted	recreational value
482	265D	265D	2 - HIGH CLEARA	NFSR - NA	02	0.42		ML2 to ML1	open to closed	maintain for future access
481	265E	265E	2 - HIGH CLEARA	NFSR - NA	02	0.28		ML2 to ML1	open to closed	maintain for future access
711	265F	265F	2 - HIGH CLEARA	NFSR - NA	02	3.19		ML2 to ML1	open to closed	maintain for future access
1264	266E1	266E1	2 - HIGH CLEARA	NFSR - NA	07	0.99		ML2 to DE	open to closed	unneeded
1263	266E2	266E2	2 - HIGH CLEARA	NFSR - NA	07	1.23		ML2 to DE	open to closed	unneeded
360	267	267d	3 - SUITABLE FO	NFSR - NA	07	1.27		ML3 to DE	open to closed	
384	267?	267?o	nonsystem		07	0.41	All Motorized Vehicles	UN to ML2	new open	currently being used
996	267A1	267A1	1 - BASIC CUSTO	NFSR - NA	07	0.12		ML1 to DE		unneeded

OBJECTID	ID	TEMP_ID	OPER_LEVEL	SYSTEM	DIST_NO	GIS MILES	PROP_MVUM	ML_CHANGE	ALLOW_USE_CHANGE	ENG_COMMENTS
926	267B	267B	2 - HIGH CLEARA	NFSR - NA	07	0.74		ML2 to DE	open to closed	unneeded
1222	267F	267F	2 - HIGH CLEARA	NFSR - NA	07	0.98	Vehicles 50 in Wide or Less	ML2 to ML1 and ATV	open to open restricted	recreational value
380	267K	267K	1 - BASIC CUSTO	NFSR - NA	07	0.10	All Motorized Vehicles	ML1 to ML2		currently open and being used
800	271	271	3 - SUITABLE FO	C - COUNT	07	5.28	All Motorized Vehicles	ML3 to ML2	open restricted to open	not in NFS
1225	271A	271A	2 - HIGH CLEARA	NFSR - NA	07	1.52	Vehicles 50 in Wide or Less	ML2 to ML1 and ATV	open to open restricted	recreational value
1183	271C	271Ca	2 - HIGH CLEARA	NFSR - NA	07	0.13	Vehicles 50 in Wide or Less	ML2 to ML1 and ATV	open to open restricted	recreational value
533	271C	271Cc	2 - HIGH CLEARA	NFSR - NA	07	0.38			open to admin only	maintain for future access
117	271C	271Cd	2 - HIGH CLEARA	NFSR - NA	07	0.22		ML2 to DE	open to closed	unneeded
296	271D	271D	1 - BASIC CUSTO	NFSR - NA	07	0.22	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
297	271G	271G	2 - HIGH CLEARA	NFSR - NA	07	0.61		ML2 to DE	open to closed	unneeded
1181	271K	271Ka	1 - BASIC CUSTO	NFSR - NA	07	0.28	Vehicles 50 in Wide or Less	ML1 to ML1 and ATV	closed to open restricted	suggest keeping as dual-purpose ML 1 road and trail
118	271K	271Kd	1 - BASIC CUSTO	NFSR - NA	07	0.22		ML1 to DE		unneeded
119	271L	271L	1 - BASIC CUSTO	NFSR - NA	07	0.42		ML1 to DE		unneeded
1182	2720E	2720E	1 - BASIC CUSTO	DIAL CAR	07	0.24	Vehicles 50 in Wide or Less	ML1 to ML1 and ATV	closed to open restricted	suggest keeping as dual-purpose ML 1 road and trail
1075	2726L	2726L	1 - BASIC CUSTO	DIAL CAR	07	0.26	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
157	275I	275I	1 - BASIC CUSTO	NFSR - NA	01	0.71	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
457	277B	277B	1 - BASIC CUSTO	NFSR - NA	02	0.55	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
40	281D	281D	1 - BASIC CUSTO	NFSR - NA	01	0.11	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
654	281E	281E	2 - HIGH CLEARA	NFSR - NA	01	0.25		ML2 to ML1	open to closed	maintain for future access
1089	281J	281J	1 - BASIC CUSTO	NFSR - NA	01	0.15	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
608	281V	281V	1 - BASIC CUSTO	NFSR - NA	01	0.33	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
385	283B	283B	1 - BASIC CUSTO	NFSR - NA	07	0.69	All Motorized Vehicles	ML1 to ML2		currently open and being used
537	283D	283D	1 - BASIC CUSTO	NFSR - NA	07	0.15		ML1 to DE		unneeded
235	283D2	283D2	1 - BASIC CUSTO	NFSR - NA	07	0.56		ML1 to DE		unneeded
535	283E1	283E1c	2 - HIGH CLEARA	NFSR - NA	07	0.33			open to admin only	maintain for future access
536	283E1	283E1d	2 - HIGH CLEARA	NFSR - NA	07	0.45		ML2 to DE	open to closed	unneeded
234	283G	283G	1 - BASIC CUSTO	NFSR - NA	07	0.71		ML1 to DE		unneeded
489	285B	285B	1 - BASIC CUSTO	NFSR - NA	06	0.12	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
596	285D	285D	2 - HIGH CLEARA	NFSR - NA	06	0.87		ML2 to DE	open to closed	unneeded
729	285F	285F	2 - HIGH CLEARA	NFSR - NA	06	0.86		ML2 to ML1	open to closed	maintain for future access
490	285J	285J	1 - BASIC CUSTO	NFSR - NA	06	0.28	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
965	2A	2A	2 - HIGH CLEARA	NFSR - NA	07	0.56			open to admin only	maintain for future access
964	2B	2B	2 - HIGH CLEARA	NFSR - NA	07	0.50			open to admin only	maintain for future access
372	2C	2C	2 - HIGH CLEARA	NFSR - NA	07	0.57		ML2 to DE	open to closed	unneeded
189	300	300	3 - SUITABLE FO	NFSR - NA	02	21.33	All Motorized Vehicles	ML3 to ML2	open restricted to open	
989	3001	3001	2 - HIGH CLEARA	NFSR - NA	01	0.69		ML2 to ML1	open to closed	maintain for future access
214	300G	300G	2 - HIGH CLEARA	NFSR - NA	02	0.45		ML2 to ML1	open to closed	maintain for future access
188	300S	300S	1 - BASIC CUSTO	NFSR - NA	02	0.94	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
1216	300Y2	300Y2	1 - BASIC CUSTO	NFSR - NA	02	0.34	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
773	301	301	1 - BASIC CUSTO	NFSR - NA	01	1.67	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
975	33	33	2 - HIGH CLEARA	NFSR - NA	02	4.53		ML2 to ML1	open to closed	maintain for future access
835	332B	332B	2 - HIGH CLEARA	NFSR - NA	02	0.57		ML2 to ML1	open to closed	maintain for future access
834	34A	34A	2 - HIGH CLEARA	NFSR - NA	02	0.14		ML2 to ML1	open to closed	maintain for future access
146	34C	34Cc	2 - HIGH CLEARA	NFSR - NA	02	0.29		ML2 to ML1	open to closed	maintain for future access
1147	34C	34Cd	2 - HIGH CLEARA	NFSR - NA	02	1.20		ML2 to DE	open to closed	unneeded
833	34C2	34C2	2 - HIGH CLEARA	NFSR - NA	02	1.23		ML2 to ML1	open to closed	maintain for future access
832	34D	34D	2 - HIGH CLEARA	NFSR - NA	02	1.31		ML2 to ML1	open to closed	maintain for future access
100	34E	34E	2 - HIGH CLEARA	NFSR - NA	02	0.71		ML2 to ML1	open to closed	maintain for future access
1171	34H	34H	1 - BASIC CUSTO	NFSR - NA	02	0.31	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used

OBJECTID	ID	TEMP_ID	OPER_LEVEL	SYSTEM	DIST_NO	GIS MILES	PROP_MVUM	ML_CHANGE	ALLOW_USE_CHANGE	ENG_COMMENTS
226	34J	34J	2 - HIGH CLEARA	NFSR - NA	02	0.42		ML2 to ML1	open to closed	maintain for future access
948	34J2	34J2	2 - HIGH CLEARA	NFSR - NA	02	0.20		ML2 to ML1	open to closed	maintain for future access
1010	34K	34K	2 - HIGH CLEARA	NFSR - NA	02	0.99		ML2 to ML1	open to closed	maintain for future access
246	34L	34L	2 - HIGH CLEARA	NFSR - NA	02	0.59		ML2 to ML1	open to closed	maintain for future access
947	35	35	3 - SUITABLE FO	NFSR - NA	02	0.22			open to admin only	
946	35A	35A	2 - HIGH CLEARA	NFSR - NA	02	0.66			open to admin only	maintain for future access
945	35B	35B	2 - HIGH CLEARA	NFSR - NA	02	0.05			open to admin only	maintain for future access
944	35C	35C	3 - SUITABLE FO	NFSR - NA	02	0.17			open to admin only	
227	35D	35D	3 - SUITABLE FO	NFSR - NA	02	0.24			open to admin only	
497	35E	35E	3 - SUITABLE FO	NFSR - NA	02	0.26			open to admin only	
156	3711	3711	2 - HIGH CLEARA	NFSR - NA	01	0.30		ML2 to ML1	open to closed	maintain for future access
997	377C	377C	2 - HIGH CLEARA	NFSR - NA	02	0.93		ML2 to ML1	open to closed	maintain for future access
858	377G	377G	2 - HIGH CLEARA	NFSR - NA	02	0.56		ML2 to ML1	open to closed	maintain for future access
841	37D	37D	1 - BASIC CUSTO	NFSR - NA	01	3.03	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
838	37J	37J	2 - HIGH CLEARA	NFSR - NA	01	1.86		ML2 to ML1	open to closed	maintain for future access
232	3A	3A	2 - HIGH CLEARA	NFSR - NA	07	0.54		ML2 to DE	open to closed	unneeded
736	3A1	3A1	1 - BASIC CUSTO	NFSR - NA	07	0.22		ML1 to DE		unneeded
739	3B	3B	2 - HIGH CLEARA	NFSR - NA	07	0.60		ML2 to DE	open to closed	unneeded
383	3D	3D	2 - HIGH CLEARA	NFSR - NA	07	2.43			open to admin only	maintain for future access
382	3D1	3D1	2 - HIGH CLEARA	NFSR - NA	07	0.12			open to admin only	maintain for future access
927	3E	3Ed	1 - BASIC CUSTO	NFSR - NA	07	1.39		ML1 to DE		unneeded
928	3E	3Eo	1 - BASIC CUSTO	NFSR - NA	07	0.06	All Motorized Vehicles	ML1 to ML2		currently open and being used
560	40	40	2 - HIGH CLEARA	NFSR - NA	02	1.99		ML2 to ML1	open to closed	maintain for future access
450	402	402	2 - HIGH CLEARA	NFSR - NA	06	0.53		ML2 to ML1	open to closed	maintain for future access
451	402A	402A	2 - HIGH CLEARA	NFSR - NA	06	0.08		ML2 to ML1	open to closed	maintain for future access
532	403F	403F	1 - BASIC CUSTO	NFSR - NA	01	1.77	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
698	403N	403N	1 - BASIC CUSTO	NFSR - NA	01	0.81	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
697	403W	403W	1 - BASIC CUSTO	NFSR - NA	01	0.21	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
255	404B	404B	1 - BASIC CUSTO	NFSR - NA	06	0.08	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
415	404C	404C	1 - BASIC CUSTO	NFSR - NA	06	0.99	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
839	405D	405D	1 - BASIC CUSTO	NFSR - NA	01	1.63	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
663	4075D1	4075D1	1 - BASIC CUSTO	NFSR - NA	03	0.76	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
662	4086	4086	1 - BASIC CUSTO	NFSR - NA	03	0.22	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
1290	409E	409E	1 - BASIC CUSTO	NFSR - NA	06	1.44	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
727	409F	409F	1 - BASIC CUSTO	NFSR - NA	06	0.47	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
41	409G	409G	1 - BASIC CUSTO	NFSR - NA	06	0.95	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
280	409I	409I	1 - BASIC CUSTO	NFSR - NA	06	0.35	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
195	409I	409Id	1 - BASIC CUSTO	NFSR - NA	06	0.93		ML1 to DE		unneeded
194	409I	409Io	1 - BASIC CUSTO	NFSR - NA	06	0.20	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
720	415	415	2 - HIGH CLEARA	NFSR - NA	02	2.09		ML2 to ML1	open to closed	maintain for future access
719	415C	415C	2 - HIGH CLEARA	NFSR - NA	02	0.56		ML2 to ML1	open to closed	maintain for future access
718	415D	415D	2 - HIGH CLEARA	NFSR - NA	02	0.41		ML2 to ML1	open to closed	maintain for future access
141	416	416	1 - BASIC CUSTO	NFSR - NA	01	0.46	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
453	4221B	4221B	1 - BASIC CUSTO	NFSR - NA	03	2.00	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
454	4221L	4221L	1 - BASIC CUSTO	NFSR - NA	03	1.38	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
441	4234S	4234S	1 - BASIC CUSTO	NFSR - NA	03	0.21	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
230	44A	44A	2 - HIGH CLEARA	NFSR - NA	07	0.49		ML2 to DE	open to closed	unneeded
613	45D	45Dc	2 - HIGH CLEARA	NFSR - NA	07	0.06			open to admin only	maintain for future access
933	45D	45Dd	2 - HIGH CLEARA	NFSR - NA	07	0.28		ML2 to DE	open to closed	unneeded
995	45J	45J	1 - BASIC CUSTO	NFSR - NA	07	0.38		ML1 to DE		unneeded
994	45J1	45J1	1 - BASIC CUSTO	NFSR - NA	07	0.05		ML1 to DE		unneeded

OBJECTID	ID	TEMP_ID	OPER_LEVEL	SYSTEM	DIST_NO	GIS MILES	PROP_MVUM	ML_CHANGE	ALLOW_USE_CHANGE	ENG_COMMENTS
919	45L	45L	1 - BASIC CUSTO	NFSR - NA	07	0.52		ML1 to DE		unneeded
918	45L1	45L1	2 - HIGH CLEARA	NFSR - NA	07	0.53		ML2 to ML1	open to closed	maintain for future access
993	45M	45M	1 - BASIC CUSTO	NFSR - NA	07	0.38		ML1 to DE		unneeded
361	45N	45N	1 - BASIC CUSTO	NFSR - NA	07	0.28		ML1 to DE		unneeded
301	466	466	2 - HIGH CLEARA	NFSR - NA	02	1.71		ML2 to ML1	open to closed	maintain for future access
898	475E1	475E1	1 - BASIC CUSTO	NFSR - NA	03	0.31	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
897	475H	475H	1 - BASIC CUSTO	NFSR - NA	03	0.24	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
896	475I	475I	2 - HIGH CLEARA	NFSR - NA	03	1.27		ML2 to DE	open to closed	unneeded
837	475N	475N	2 - HIGH CLEARA	NFSR - NA	03	2.81		ML2 to ML1	open to closed	maintain for future access
213	488B	488B	2 - HIGH CLEARA	NFSR - NA	02	2.96	Vehicles 50 in Wide or Less	ML2 to ML1 and ATV	open to open restricted	recreational value
907	488D	488D	2 - HIGH CLEARA	NFSR - NA	02	0.91		ML2 to ML1	open to closed	maintain for future access
906	488F	488F	2 - HIGH CLEARA	NFSR - NA	02	1.50		ML2 to ML1	open to closed	maintain for future access
957	488G	488G	2 - HIGH CLEARA	NFSR - NA	02	0.59		ML2 to ML1	open to closed	maintain for future access
956	488H	488H	2 - HIGH CLEARA	NFSR - NA	02	0.78		ML2 to ML1	open to closed	maintain for future access
859	488K	488K	1 - BASIC CUSTO	NFSR - NA	02	0.78	Vehicles 50 in Wide or Less	ML1 to ML1 and ATV	closed to open restricted	suggest keeping as dual-purpose ML 1 road and trail
860	488N	488N	1 - BASIC CUSTO	NFSR - NA	02	3.86	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
1051	488P	488P	2 - HIGH CLEARA	NFSR - NA	02	0.34		ML2 to ML1	open to closed	maintain for future access
498	488Q	488Q	1 - BASIC CUSTO	NFSR - NA	02	0.64	Vehicles 50 in Wide or Less	ML1 to ML1 and ATV	closed to open restricted	suggest keeping as dual-purpose ML 1 road and trail
93	504B	504B	2 - HIGH CLEARA	NFSR - NA	02	0.22		ML2 to ML1	open to closed	maintain for future access
91	504C	504C	2 - HIGH CLEARA	NFSR - NA	02	0.70		ML2 to ML1	open to closed	maintain for future access
696	504D	504D	2 - HIGH CLEARA	NFSR - NA	02	4.61		ML2 to ML1	open to closed	maintain for future access
695	504E	504E	2 - HIGH CLEARA	NFSR - NA	02	0.17		ML2 to ML1	open to closed	maintain for future access
211	504H	504H	2 - HIGH CLEARA	NFSR - NA	02	0.19		ML2 to ML1	open to closed	maintain for future access
949	54	54	1 - BASIC CUSTO	NFSR - NA	03	1.21	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
1133	54D	54D	2 - HIGH CLEARA	NFSR - NA	03	0.42		ML2 to DE	open to closed	unneeded
164	54D1	54D1	1 - BASIC CUSTO	NFSR - NA	03	0.58	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
163	54D3	54D3	1 - BASIC CUSTO	NFSR - NA	03	0.24	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
162	54E	54E	1 - BASIC CUSTO	NFSR - NA	03	0.17	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
12	54F	54F	1 - BASIC CUSTO	NFSR - NA	03	0.47	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
474	54H	54H	1 - BASIC CUSTO	NFSR - NA	03	0.29	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
196	554A	554A	1 - BASIC CUSTO	NFSR - NA	06	0.32	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
1130	567D	567D	1 - BASIC CUSTO	NFSR - NA	01	0.28	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
208	56B	56B	2 - HIGH CLEARA	NFSR - NA	02	0.65		ML2 to ML1	open to closed	maintain for future access
1033	56C	56C	2 - HIGH CLEARA	NFSR - NA	02	0.17		ML2 to ML1	open to closed	maintain for future access
319	56G	56G	2 - HIGH CLEARA	NFSR - NA	02	1.85		ML2 to ML1	open to closed	maintain for future access
318	56G1	56G1	2 - HIGH CLEARA	NFSR - NA	02	0.62		ML2 to ML1	open to closed	maintain for future access
317	56G2	56G2	2 - HIGH CLEARA	NFSR - NA	02	0.44		ML2 to ML1	open to closed	maintain for future access
316	56G3	56G3	2 - HIGH CLEARA	NFSR - NA	02	0.67		ML2 to ML1	open to closed	maintain for future access
70	56I	56I	2 - HIGH CLEARA	NFSR - NA	02	0.52			open to admin only	maintain for future access
1126	56K	56K	2 - HIGH CLEARA	NFSR - NA	02	0.96		ML2 to ML1	open to closed	maintain for future access
112	57	57	1 - BASIC CUSTO	NFSR - NA	06	1.75	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
1132	571A	571A	2 - HIGH CLEARA	NFSR - NA	01	0.36		ML2 to ML1	open to closed	maintain for future access
1000	571C	571C	1 - BASIC CUSTO	NFSR - NA	01	0.24	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
765	573	573	2 - HIGH CLEARA	NFSR - NA	01	1.43			open to admin only	maintain for future access
1061	574	574	1 - BASIC CUSTO	NFSR - NA	01	1.41	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
904	576B	576B	2 - HIGH CLEARA	NFSR - NA	01	0.38		ML2 to ML1	open to closed	maintain for future access
1101	576C	576C	1 - BASIC CUSTO	NFSR - NA	01	0.10	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
263	577A	577A	1 - BASIC CUSTO	NFSR - NA	01	0.16	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
1106	57A	57A	1 - BASIC CUSTO	NFSR - NA	06	2.91	All Motorized Vehicles	ML1 to ML2	closed to open restricted	currently open and being used

OBJECTID	ID	TEMP_ID	OPER_LEVEL	SYSTEM	DIST_NO	GIS MILES	PROP_MVUM	ML_CHANGE	ALLOW_USE_CHANGE	ENG_COMMENTS
368	57C	57C	1 - BASIC CUSTO	NFSR - NA	06	0.12	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
950	57G	57G	1 - BASIC CUSTO	NFSR - NA	06	0.49	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
878	582	582	2 - HIGH CLEARA	NFSR - NA	01	0.62		ML2 to ML1	open to closed	maintain for future access
193	587D	587D	2 - HIGH CLEARA	NFSR - NA	03	0.18		ML2 to ML1	open to closed	maintain for future access
855	58A	58A	1 - BASIC CUSTO	NFSR - NA	01	0.20	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
1092	58H	58H	1 - BASIC CUSTO	NFSR - NA	01	1.25	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
960	5A	5A	2 - HIGH CLEARA	NFSR - NA	07	0.45			open to admin only	maintain for future access
962	5B	5B	2 - HIGH CLEARA	NFSR - NA	07	0.97			open to admin only	maintain for future access
961	5C	5C	2 - HIGH CLEARA	NFSR - NA	07	1.09			open to admin only	maintain for future access
437	5D	5D	2 - HIGH CLEARA	NFSR - NA	07	0.60			open to admin only	maintain for future access
252	60C	60Cd	2 - HIGH CLEARA	NFSR - NA	06	0.65		ML2 to DE	open to closed	unneeded
191	60C	60Co	1 - BASIC CUSTO	NFSR - NA	06	0.63	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
1062	60E	60E	2 - HIGH CLEARA	NFSR - NA	01	0.86		ML2 to ML1	open to closed	maintain for future access
433	60G	60G	2 - HIGH CLEARA	NFSR - NA	06	0.12		ML2 to DE	open to closed	unneeded
330	61Q	61Q	1 - BASIC CUSTO	NFSR - NA	06	0.40	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
19	627A	627A	2 - HIGH CLEARA	NFSR - NA	03	0.65		ML2 to ML1	open to closed	maintain for future access
991	62B	62B	2 - HIGH CLEARA	NFSR - NA	02	0.97		ML2 to ML1	open to closed	maintain for future access
407	62E	62E	2 - HIGH CLEARA	NFSR - NA	02	1.77		ML2 to ML1	open to closed	maintain for future access
644	64B	64B	1 - BASIC CUSTO	NFSR - NA	06	0.38	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
781	64C	64C	2 - HIGH CLEARA	NFSR - NA	06	0.32		ML2 to ML1	open to closed	maintain for future access
256	64D	64D	1 - BASIC CUSTO	NFSR - NA	06	0.55	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
1066	64F	64F	1 - BASIC CUSTO	NFSR - NA	06	2.83	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
257	65A	65A	1 - BASIC CUSTO	NFSR - NA	06	0.14		ML1 to DE		unneeded
1064	65E	65E	2 - HIGH CLEARA	NFSR - NA	06	0.50		ML2 to ML1	open to closed	maintain for future access
530	65L	65L	1 - BASIC CUSTO	NFSR - NA	06	0.16	All Motorized Vehicles	ML1 to ML2		currently open and being used
1082	688A	688A	1 - BASIC CUSTO	NFSR - NA	06	1.84	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
488	688J	688J	1 - BASIC CUSTO	NFSR - NA	06	0.11	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
1210	689	689	1 - BASIC CUSTO	NFSR - NA	06	9.77	All Motorized Vehicles	ML1 to ML2	closed to open restricted	currently open and being used
1209	689H	689H	1 - BASIC CUSTO	NFSR - NA	06	0.93	All Motorized Vehicles	ML1 to ML2	closed to open restricted	currently open and being used
299	68D	68D	1 - BASIC CUSTO	NFSR - NA	06	0.64	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
866	68G	68G	1 - BASIC CUSTO	NFSR - NA	01	0.73	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
298	68J	68J	1 - BASIC CUSTO	NFSR - NA	06	0.37	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
224	68O	68O	1 - BASIC CUSTO	NFSR - NA	06	0.22	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
225	68P	68P	1 - BASIC CUSTO	NFSR - NA	06	0.17	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
223	68Q	68Q	1 - BASIC CUSTO	NFSR - NA	06	0.89	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
1096	68Q1	68Q1	1 - BASIC CUSTO	NFSR - NA	06	0.13	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
1099	68Q2	68Q2	1 - BASIC CUSTO	NFSR - NA	06	0.28	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
244	68S	68S	1 - BASIC CUSTO	NFSR - NA	06	0.23	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
1097	68T	68T	1 - BASIC CUSTO	NFSR - NA	06	0.31	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
1275	68U	68U	1 - BASIC CUSTO	NFSR - NA	06	0.82	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
83	68W	68W	1 - BASIC CUSTO	NFSR - NA	06	0.99	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
84	68W1	68W1	1 - BASIC CUSTO	NFSR - NA	06	0.20	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
823	68W2	68W2	1 - BASIC CUSTO	NFSR - NA	06	0.11	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
555	691	691	2 - HIGH CLEARA	NFSR - NA	01	1.79		ML2 to ML1	open to closed	maintain for future access
569	691B	691B	1 - BASIC CUSTO	NFSR - NA	06	0.29	All Motorized Vehicles	ML1 to ML2	closed to open restricted	currently open and being used
279	691I	691I	1 - BASIC CUSTO	NFSR - NA	06	0.23	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
286	692	692	1 - BASIC CUSTO	NFSR - NA	06	2.17	All Motorized Vehicles	ML1 to ML2	closed to open restricted	currently open and being used
540	6A	6A	1 - BASIC CUSTO	NFSR - NA	07	0.35		DE to ML2	closed to admin only	still exists and is being used
539	6B	6B	1 - BASIC CUSTO	NFSR - NA	07	0.78		DE to ML2	closed to admin only	still exists and is being used
538	6C	6C	1 - BASIC CUSTO	NFSR - NA	07	0.44		DE to ML2	closed to admin only	still exists and is being used
373	6D	6D	1 - BASIC CUSTO	NFSR - NA	07	0.79		DE to ML2	closed to admin only	still exists and is being used

OBJECTID	ID	TEMP_ID	OPER_LEVEL	SYSTEM	DIST_NO	GIS MILES	PROP_MVUM	ML_CHANGE	ALLOW_USE_CHANGE	ENG_COMMENTS
680	6E	6E	1 - BASIC CUSTO	NFSR - NA	07	1.04		DE to ML2	closed to admin only	still exists and is being used
1221	6H	6H	1 - BASIC CUSTO	NFSR - NA	07	0.89	Vehicles 50 in Wide or Less	ML1 to ML1 and ATV	closed to open restricted	suggest keeping as dual-purpose ML 1 road and trail
541	6L	6L	1 - BASIC CUSTO	NFSR - NA	07	0.62		ML1 to DE		unneeded
751	701	701	1 - BASIC CUSTO	NFSR - NA	01	4.71	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
236	701B	701B	1 - BASIC CUSTO	NFSR - NA	01	1.00	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
247	701E	701E	1 - BASIC CUSTO	NFSR - NA	01	1.55	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
18	712B	712B	1 - BASIC CUSTO	NFSR - NA	03	0.16	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
17	712C	712C	1 - BASIC CUSTO	NFSR - NA	03	0.24	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
67	712D	712D	1 - BASIC CUSTO	NFSR - NA	03	0.29	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
66	712E	712E	1 - BASIC CUSTO	NFSR - NA	03	0.17	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
565	716	716	2 - HIGH CLEARA	NFSR - NA	02	2.05		ML2 to ML1	open to closed	maintain for future access
96	717A	717A	2 - HIGH CLEARA	NFSR - NA	02	1.24		ML2 to ML1	open to closed	maintain for future access
231	717B	717B	1 - BASIC CUSTO	NFSR - NA	02	1.58	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
776	717D	717D	2 - HIGH CLEARA	NFSR - NA	02	0.51		ML2 to ML1	open to closed	maintain for future access
775	717O	717O	2 - HIGH CLEARA	NFSR - NA	02	1.92		ML2 to ML1	open to closed	maintain for future access
774	717Q	717Q	2 - HIGH CLEARA	NFSR - NA	02	0.46		ML2 to ML1	open to closed	maintain for future access
45	717S	717S	2 - HIGH CLEARA	NFSR - NA	02	0.25		ML2 to ML1	open to closed	maintain for future access
585	72H	72H	1 - BASIC CUSTO	NFSR - NA	06	0.10	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
701	72I	72I	2 - HIGH CLEARA	NFSR - NA	06	0.08		ML2 to ML1	open to closed	maintain for future access
320	72I2	72I2	1 - BASIC CUSTO	NFSR - NA	06	0.17	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
1019	72J	72J	1 - BASIC CUSTO	NFSR - NA	06	4.17	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
1020	72L	72L	1 - BASIC CUSTO	NFSR - NA	06	0.61	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
822	72M1	72M1	1 - BASIC CUSTO	NFSR - NA	06	0.31	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
766	75A	75A	2 - HIGH CLEARA	NFSR - NA	02	0.26		ML2 to ML1	open to closed	maintain for future access
305	75C	75C	2 - HIGH CLEARA	NFSR - NA	02	1.52		ML2 to ML1	open to closed	maintain for future access
304	75E	75E	2 - HIGH CLEARA	NFSR - NA	02	0.55		ML2 to ML1	open to closed	maintain for future access
175	75F	75F	2 - HIGH CLEARA	NFSR - NA	02	1.06		ML2 to ML1	open to closed	maintain for future access
980	75K	75K	2 - HIGH CLEARA	NFSR - NA	02	1.04		ML2 to ML1	open to closed	maintain for future access
1276	76C1	76C1	1 - BASIC CUSTO	NFSR - NA	02	0.44	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
544	76L	76L	2 - HIGH CLEARA	NFSR - NA	02	0.45	All Motorized Vehicles	DE to ML2	closed to open	still exists and is being used
1278	76N	76N	2 - HIGH CLEARA	NFSR - NA	02	0.57	All Motorized Vehicles	DE to ML2	closed to open	still exists and is being used
1277	76Q	76Q	1 - BASIC CUSTO	NFSR - NA	02	0.23	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
233	7B2	7B2	1 - BASIC CUSTO	NFSR - NA	07	0.56		ML1 to DE		unneeded
136	7C	7C	1 - BASIC CUSTO	NFSR - NA	07	0.46	All Motorized Vehicles	ML1 to ML2		currently open and being used
666	7D	7D	2 - HIGH CLEARA	NFSR - NA	07	0.85		ML2 to DE	open to closed	unneeded
665	7F	7F	2 - HIGH CLEARA	NFSR - NA	07	1.00		ML2 to DE	open to closed	unneeded
137	7G	7G	2 - HIGH CLEARA	NFSR - NA	07	1.18		ML2 to DE	open to closed	unneeded
1288	7H	7H	1 - BASIC CUSTO	NFSR - NA	07	0.75	Vehicles 50 in Wide or Less	ML1 to ML1 and ATV	closed to open restricted	suggest keeping as dual-purpose ML 1 road and trail
205	7K	7K	1 - BASIC CUSTO	NFSR - NA	07	0.87	Vehicles 50 in Wide or Less	ML1 to ML1 and ATV	closed to open restricted	suggest keeping as dual-purpose ML 1 road and trail
1220	8	8	2 - HIGH CLEARA	NFSR - NA	07	1.45			open to admin only	maintain for future access
578	80	80	2 - HIGH CLEARA	NFSR - NA	02	1.02		ML2 to ML1	open to closed	maintain for future access
452	8001	8001d	1 - BASIC CUSTO	NFSR - NA	06	2.12		ML1 to DE		unneeded
668	8001	8001o	1 - BASIC CUSTO	NFSR - NA	06	0.81	All Motorized Vehicles	DE to ML2	closed to open	still exists and is being used
1025	8001K	8001K	1 - BASIC CUSTO	NFSR - NA	06	0.38	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
669	8002	8002	1 - BASIC CUSTO	NFSR - NA	06	0.18	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
571	8003	8003	1 - BASIC CUSTO	NFSR - NA	06	3.21	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
1208	8005	8005	1 - BASIC CUSTO	NFSR - NA	06	2.41	All Motorized Vehicles	ML1 to ML2	closed to open restricted	currently open and being used
519	8007A	8007A	1 - BASIC CUSTO	NFSR - NA	06	0.19		ML1 to DE		unneeded

OBJECTID	ID	TEMP_ID	OPER_LEVEL	SYSTEM	DIST_NO	GIS MILES	PROP_MVUM	ML_CHANGE	ALLOW_USE_CHANGE	ENG_COMMENTS
367	8009	8009	1 - BASIC CUSTO	NFSR - NA	06	0.21	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
637	8036	8036	1 - BASIC CUSTO	NFSR - NA	06	0.47	All Motorized Vehicles	ML1 to ML2		currently open and being used
323	8037A	8037A	1 - BASIC CUSTO	NFSR - NA	06	0.34	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
285	8040	8040	2 - HIGH CLEARA	NFSR - NA	06	1.21		ML2 to ML1	open to closed	maintain for future access
327	8040C	8040C	1 - BASIC CUSTO	NFSR - NA	06	0.11	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
229	8041	8041	2 - HIGH CLEARA	NFSR - NA	06	0.89		ML2 to ML1	open to closed	maintain for future access
253	8043B	8043B	1 - BASIC CUSTO	NFSR - NA	06	0.14	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
731	8043B1	8043B1	1 - BASIC CUSTO	NFSR - NA	06	0.40	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
198	8043C	8043C	1 - BASIC CUSTO	NFSR - NA	06	0.35	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
848	8057P	8057P	1 - BASIC CUSTO	NFSR - NA	01	2.09	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
847	8057T	8057T	1 - BASIC CUSTO	NFSR - NA	01	1.44	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
111	8058	8058	2 - HIGH CLEARA	NFSR - NA	01	0.56		ML2 to ML1	open to closed	maintain for future access
659	8062	8062	2 - HIGH CLEARA	NFSR - NA	01	0.75		ML2 to ML1	open to closed	maintain for future access
173	8063	8063	1 - BASIC CUSTO	NFSR - NA	01	0.45	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
272	8070A	8070A	2 - HIGH CLEARA	NFSR - NA	06	0.98		ML2 to ML1	open to closed	maintain for future access
160	8070C	8070Co	1 - BASIC CUSTO	NFSR - NA	06	0.57	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
653	8075	8075	1 - BASIC CUSTO	NFSR - NA	01	0.25	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
268	8080	8080	1 - BASIC CUSTO	NFSR - NA	01	1.91	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
716	8083	8083	1 - BASIC CUSTO	NFSR - NA	01	0.70	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
715	8083A	8083A	2 - HIGH CLEARA	NFSR - NA	01	0.46		ML2 to ML1	open to closed	maintain for future access
846	8096	8096	1 - BASIC CUSTO	NFSR - NA	01	0.23	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
421	80B	80B	2 - HIGH CLEARA	NFSR - NA	02	0.19		ML2 to ML1	open to closed	maintain for future access
772	8101	8101	1 - BASIC CUSTO	NFSR - NA	01	1.05	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
1105	8112	8112	1 - BASIC CUSTO	NFSR - NA	06	0.50	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
1197	8112A	8112A	1 - BASIC CUSTO	NFSR - NA	06	0.43		ML1 to DE		unneeded
638	8115D	8115D	2 - HIGH CLEARA	NFSR - NA	06	0.50			open to admin only	maintain for future access
491	8116	8116	1 - BASIC CUSTO	NFSR - NA	06	0.44	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
639	8120	8120	1 - BASIC CUSTO	NFSR - NA	06	0.18	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
712	8141	8141	1 - BASIC CUSTO	NFSR - NA	01	1.54	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
521	8153D	8153D	1 - BASIC CUSTO	NFSR - NA	01	0.15	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
520	8153M	8153M	2 - HIGH CLEARA	NFSR - NA	01	0.15		ML2 to ML1	open to closed	maintain for future access
840	8169	8169	1 - BASIC CUSTO	NFSR - NA	01	1.05	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
155	81R	81R	1 - BASIC CUSTO	NFSR - NA	01	0.27	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
763	8203	8203	2 - HIGH CLEARA	NFSR - NA	01	0.57		ML2 to ML1	open to closed	maintain for future access
764	8214	8214	1 - BASIC CUSTO	NFSR - NA	01	1.26	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
850	8235	8235	1 - BASIC CUSTO	NFSR - NA	01	1.39	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
1168	8249F	8249F	2 - HIGH CLEARA	NFSR - NA	01	0.16		ML2 to ML1	open to closed	maintain for future access
1094	8249S4	8249S4	2 - HIGH CLEARA	NFSR - NA	01	0.37		ML2 to ML1	open to closed	maintain for future access
282	8252	8252	1 - BASIC CUSTO	NFSR - NA	06	1.31	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
492	8262	8262	1 - BASIC CUSTO	NFSR - NA	06	5.75	All Motorized Vehicles	ML1 to ML2	closed to open restricted	currently open and being used
1213	8262B	8262B	1 - BASIC CUSTO	NFSR - NA	06	0.34	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
1212	8262C	8262C	1 - BASIC CUSTO	NFSR - NA	06	0.45	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
329	8262D	8262D	1 - BASIC CUSTO	NFSR - NA	06	0.14	All Motorized Vehicles	ML1 to ML2	closed to open restricted	currently open and being used
331	8262E	8262E	1 - BASIC CUSTO	NFSR - NA	06	0.41	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
1131	8281	8281	2 - HIGH CLEARA	NFSR - NA	01	1.36		ML2 to ML1	open to closed	maintain for future access
1093	8283	8283	1 - BASIC CUSTO	NFSR - NA	01	0.42	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
750	8304	8304	1 - BASIC CUSTO	NFSR - NA	06	1.38	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
56	8307C	8307C	1 - BASIC CUSTO	NFSR - NA	01	0.89	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
55	8307C2	8307C2	1 - BASIC CUSTO	NFSR - NA	01	1.26	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
65	8308	8308	1 - BASIC CUSTO	NFSR - NA	03	1.33	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
64	8309	8309	1 - BASIC CUSTO	NFSR - NA	03	0.63	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used

OBJECTID	ID	TEMP_ID	OPER_LEVEL	SYSTEM	DIST_NO	GIS MILES	PROP_MVUM	ML_CHANGE	ALLOW_USE_CHANGE	ENG_COMMENTS
63	8310	8310	1 - BASIC CUSTO	NFSR - NA	03	0.25	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
752	8315	8315	1 - BASIC CUSTO	NFSR - NA	01	4.51	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
33	8320	8320	1 - BASIC CUSTO	NFSR - NA	03	0.79	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
32	8320B	8320B	1 - BASIC CUSTO	NFSR - NA	03	0.10	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
68	8323	8323	1 - BASIC CUSTO	NFSR - NA	03	0.04	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
8	8324A	8324A	1 - BASIC CUSTO	NFSR - NA	03	0.19	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
7	8325	8325	1 - BASIC CUSTO	NFSR - NA	03	0.25	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
6	8326	8326	1 - BASIC CUSTO	NFSR - NA	03	3.33	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
5	8327	8327	1 - BASIC CUSTO	NFSR - NA	03	1.25	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
161	8328	8328	2 - HIGH CLEARA	NFSR - NA	03	0.55		ML2 to ML1	open to closed	maintain for future access
748	8331	8331	1 - BASIC CUSTO	NFSR - NA	01	0.52	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
2	8333	8333	1 - BASIC CUSTO	NFSR - NA	03	0.24	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
749	8335	8335	1 - BASIC CUSTO	NFSR - NA	01	0.91	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
1	8344	8344	1 - BASIC CUSTO	NFSR - NA	03	0.51	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
16	8349	8349	1 - BASIC CUSTO	NFSR - NA	03	0.25	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
548	8352	8352	1 - BASIC CUSTO	NFSR - NA	06	1.01	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
867	8356	8356	1 - BASIC CUSTO	NFSR - NA	06	3.05	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
42	8357	8357d	1 - BASIC CUSTO	NFSR - NA	06	0.71		ML1 to DE		unneeded
43	8357	8357o	1 - BASIC CUSTO	NFSR - NA	06	0.74	All Motorized Vehicles	ML1 to ML2	closed to open restricted	currently open and being used
358	8357A	8357A	1 - BASIC CUSTO	NFSR - NA	06	2.51	All Motorized Vehicles	ML1 to ML2	closed to open restricted	currently open and being used
1291	8358B	8358B	1 - BASIC CUSTO	NFSR - NA	06	0.11	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
1292	8359A	8359A	1 - BASIC CUSTO	NFSR - NA	06	0.60	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
652	8361	8361	1 - BASIC CUSTO	NFSR - NA	06	2.05	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
369	8361A	8361A	1 - BASIC CUSTO	NFSR - NA	06	0.31	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
15	8364	8364	1 - BASIC CUSTO	NFSR - NA	03	0.33	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
14	8365	8365	1 - BASIC CUSTO	NFSR - NA	03	1.10	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
13	8366	8366	1 - BASIC CUSTO	NFSR - NA	03	3.83	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
10	8367	8367	1 - BASIC CUSTO	NFSR - NA	03	3.91	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
9	8367A	8367A	1 - BASIC CUSTO	NFSR - NA	03	0.26	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
31	8367B	8367B	1 - BASIC CUSTO	NFSR - NA	03	0.54	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
30	8370	8370	1 - BASIC CUSTO	NFSR - NA	03	0.34	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
346	8376	8376	1 - BASIC CUSTO	NFSR - NA	03	0.24	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
29	8379	8379	1 - BASIC CUSTO	NFSR - NA	03	0.20	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
28	8380	8380	1 - BASIC CUSTO	NFSR - NA	03	1.45	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
27	8382	8382	1 - BASIC CUSTO	NFSR - NA	03	0.40	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
26	8383	8383	1 - BASIC CUSTO	NFSR - NA	03	1.35	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
25	8385	8385	1 - BASIC CUSTO	NFSR - NA	03	0.51	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
24	8386	8386	1 - BASIC CUSTO	NFSR - NA	03	1.10	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
23	8388	8388	1 - BASIC CUSTO	NFSR - NA	03	0.23	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
877	8390	8390	1 - BASIC CUSTO	NFSR - NA	01	1.09	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
879	8391	8391	2 - HIGH CLEARA	NFSR - NA	01	2.56		ML2 to ML1	open to closed	maintain for future access
557	8391D	8391D	2 - HIGH CLEARA	NFSR - NA	01	0.41		ML2 to ML1	open to closed	maintain for future access
567	8424	8424	1 - BASIC CUSTO	NFSR - NA	06	0.11	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
174	8424A	8424A	1 - BASIC CUSTO	NFSR - NA	06	0.65	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
1172	8431	8431	1 - BASIC CUSTO	NFSR - NA	01	1.56	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
1174	8448	8448	1 - BASIC CUSTO	NFSR - NA	01	0.14	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
1175	8448A	8448A	1 - BASIC CUSTO	NFSR - NA	01	0.26	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
365	8449	8449	1 - BASIC CUSTO	NFSR - NA	06	2.95	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
1211	8450	8450	1 - BASIC CUSTO	NFSR - NA	06	0.13	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
71	8455	8455	2 - HIGH CLEARA	NFSR - NA	06	0.22		ML2 to DE	open to closed	unneeded
432	8455A	8455A	1 - BASIC CUSTO	NFSR - NA	06	0.38	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used

OBJECTID	ID	TEMP_ID	OPER_LEVEL	SYSTEM	DIST_NO	GIS MILES	PROP_MVUM	ML_CHANGE	ALLOW_USE_CHANGE	ENG_COMMENTS
782	8457	8457	2 - HIGH CLEARA	NFSR - NA	06	0.97		ML2 to ML1	open to closed	maintain for future access
167	8457A	8457A	1 - BASIC CUSTO	NFSR - NA	06	0.04	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
166	8457B	8457B	1 - BASIC CUSTO	NFSR - NA	06	1.73	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
778	8465	8465	1 - BASIC CUSTO	NFSR - NA	06	0.43	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
777	8466	8466	1 - BASIC CUSTO	NFSR - NA	06	0.18	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
780	8478	8478	1 - BASIC CUSTO	NFSR - NA	06	0.26	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
249	8480	8480	1 - BASIC CUSTO	NFSR - NA	06	0.49	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
250	8480A	8480A	1 - BASIC CUSTO	NFSR - NA	06	0.45	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
1018	8483	8483	1 - BASIC CUSTO	NFSR - NA	06	1.37	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
277	8493	8493	1 - BASIC CUSTO	NFSR - NA	06	0.27	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
1017	8493A	8493A	1 - BASIC CUSTO	NFSR - NA	06	0.19	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
998	84A	84A	2 - HIGH CLEARA	NFSR - NA	02	0.17		ML2 to ML1	open to closed	maintain for future access
420	84B	84B	2 - HIGH CLEARA	NFSR - NA	02	3.50		ML2 to ML1	open to closed	maintain for future access
363	84E	84E	1 - BASIC CUSTO	NFSR - NA	02	2.16	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
496	84F	84F	1 - BASIC CUSTO	NFSR - NA	02	1.28	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
728	8516	8516	2 - HIGH CLEARA	NFSR - NA	06	0.54		ML2 to DE	open to closed	unneeded
333	8526	8526	1 - BASIC CUSTO	NFSR - NA	06	1.90	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
288	8526C	8526C	1 - BASIC CUSTO	NFSR - NA	06	0.24	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
366	8534	8534	1 - BASIC CUSTO	NFSR - NA	06	1.22	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
1206	8538	8538	1 - BASIC CUSTO	NFSR - NA	06	0.12	All Motorized Vehicles	ML1 to ML2	closed to open restricted	currently open and being used
1205	8541	8541	1 - BASIC CUSTO	NFSR - NA	06	0.37	All Motorized Vehicles	ML1 to ML2	closed to open restricted	currently open and being used
359	8556	8556	1 - BASIC CUSTO	NFSR - NA	06	0.34	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
364	8558	8558	1 - BASIC CUSTO	NFSR - NA	06	1.02	All Motorized Vehicles	ML1 to ML2	closed to open restricted	currently open and being used
494	8559	8559	1 - BASIC CUSTO	NFSR - NA	06	0.75	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
493	8560	8560	1 - BASIC CUSTO	NFSR - NA	06	0.80	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
1156	8568	8568	1 - BASIC CUSTO	NFSR - NA	06	0.34	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
334	8578	8578	1 - BASIC CUSTO	NFSR - NA	06	0.21	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
258	8579	8579	1 - BASIC CUSTO	NFSR - NA	06	0.97	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
293	8580A	8580A	1 - BASIC CUSTO	NFSR - NA	06	0.31		ML1 to DE		unneeded
278	8585	8585	2 - HIGH CLEARA	NFSR - NA	06	0.06		ML2 to ML1	open to closed	maintain for future access
894	8587	8587	2 - HIGH CLEARA	NFSR - NA	06	0.28		ML2 to ML1	open to closed	maintain for future access
568	8589C	8589C	1 - BASIC CUSTO	NFSR - NA	06	0.59	All Motorized Vehicles	ML1 to ML2	closed to open restricted	currently open and being used
1202	8590	8590	1 - BASIC CUSTO	NFSR - NA	06	2.89	All Motorized Vehicles	ML1 to ML2	closed to open restricted	currently open and being used
1199	8591C	8591C	1 - BASIC CUSTO	NFSR - NA	06	0.47	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
1201	8591D	8591D	1 - BASIC CUSTO	NFSR - NA	06	0.08	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
1198	8591E	8591E	1 - BASIC CUSTO	NFSR - NA	06	0.69	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
158	8594A	8594A	1 - BASIC CUSTO	NFSR - NA	06	0.71	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
159	8598	8598	1 - BASIC CUSTO	NFSR - NA	06	0.20		ML1 to DE		unneeded
558	85A	85A	2 - HIGH CLEARA	NFSR - NA	01	1.68		ML2 to ML1	open to closed	maintain for future access
559	85A1	85A1	2 - HIGH CLEARA	NFSR - NA	01	1.85		ML2 to ML1	open to closed	maintain for future access
1207	85G	85G	1 - BASIC CUSTO	NFSR - NA	06	0.41	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
1081	85J	85J	1 - BASIC CUSTO	NFSR - NA	06	0.41	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
1080	85K	85K	1 - BASIC CUSTO	NFSR - NA	06	0.41	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
981	85M1	85M1	1 - BASIC CUSTO	NFSR - NA	06	0.37	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
982	85M2	85M2	1 - BASIC CUSTO	NFSR - NA	06	0.32	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
1060	86	86	3 - SUITABLE FO	NFSR - NA	02	0.01	Highway Legal Vehicles	ML3 to ML4		
651	8614	8614	2 - HIGH CLEARA	NFSR - NA	06	0.28		ML2 to ML1	open to closed	maintain for future access
1109	8615A	8615A	1 - BASIC CUSTO	NFSR - NA	06	0.13	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
584	8619	8619	1 - BASIC CUSTO	NFSR - NA	06	0.43	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
1107	8625A	8625A	1 - BASIC CUSTO	NFSR - NA	06	1.75	All Motorized Vehicles	ML1 to ML2	closed to open restricted	currently open and being used
730	8642	8642	1 - BASIC CUSTO	NFSR - NA	06	0.35	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used

OBJECTID	ID	TEMP_ID	OPER_LEVEL	SYSTEM	DIST_NO	GIS MILES	PROP_MVUM	ML_CHANGE	ALLOW_USE_CHANGE	ENG_COMMENTS
1273	8658	8658	1 - BASIC CUSTO	NFSR - NA	06	0.50	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
281	8660	8660	1 - BASIC CUSTO	NFSR - NA	06	0.53	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
238	8666	8666	1 - BASIC CUSTO	NFSR - NA	06	0.89	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
237	8667	8667	1 - BASIC CUSTO	NFSR - NA	06	0.46	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
294	8668A	8668A	1 - BASIC CUSTO	NFSR - NA	06	2.15	All Motorized Vehicles	ML1 to ML2	closed to open restricted	currently open and being used
587	8668B	8668B	1 - BASIC CUSTO	NFSR - NA	06	0.49	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
295	8668D	8668D	1 - BASIC CUSTO	NFSR - NA	06	0.71	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
983	8670	8670	1 - BASIC CUSTO	NFSR - NA	06	0.55		ML1 to DE		unneeded
958	8671	8671	1 - BASIC CUSTO	NFSR - NA	06	1.46	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
1065	8672	8672	1 - BASIC CUSTO	NFSR - NA	06	0.38	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
984	8680	8680	1 - BASIC CUSTO	NFSR - NA	06	0.16	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
1063	8683	8683	1 - BASIC CUSTO	NFSR - NA	06	0.34	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
743	8684	8684	1 - BASIC CUSTO	NFSR - NA	06	1.85	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
1076	8700	8700	1 - BASIC CUSTO	NFSR - NA	06	1.27	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
641	8701	8701	2 - HIGH CLEARA	NFSR - NA	06	1.19		ML2 to ML1	open to closed	maintain for future access
1024	8703	8703	1 - BASIC CUSTO	NFSR - NA	06	0.61	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
741	8704	8704	1 - BASIC CUSTO	NFSR - NA	06	0.88	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
1021	8706	8706	1 - BASIC CUSTO	NFSR - NA	06	1.20	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
1192	8706A	8706A	1 - BASIC CUSTO	NFSR - NA	06	0.30	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
740	8708	8708	2 - HIGH CLEARA	NFSR - NA	06	1.02		ML2 to ML1	open to closed	maintain for future access
1191	8720	8720c	2 - HIGH CLEARA	NFSR - NA	06	0.47		ML2 to ML1	open to closed	maintain for future access
392	8720	8720o	1 - BASIC CUSTO	NFSR - NA	06	0.19	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
1115	8725	8725	2 - HIGH CLEARA	NFSR - NA	06	0.38		ML2 to ML1	open to closed	maintain for future access
760	8739	8739	1 - BASIC CUSTO	NFSR - NA	01	0.35	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
266	8739B	8739B	1 - BASIC CUSTO	NFSR - NA	01	0.71	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
413	8744	8744	1 - BASIC CUSTO	NFSR - NA	01	0.30	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
254	8744E	8744E	1 - BASIC CUSTO	NFSR - NA	01	4.16	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
522	8758	8758	1 - BASIC CUSTO	NFSR - NA	01	0.35	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
271	8758A	8758A	1 - BASIC CUSTO	NFSR - NA	01	0.25	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
724	8759	8759	1 - BASIC CUSTO	NFSR - NA	01	0.28	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
725	8762	8762	2 - HIGH CLEARA	NFSR - NA	01	0.40		ML2 to ML1	open to closed	maintain for future access
771	8766	8766	1 - BASIC CUSTO	NFSR - NA	01	0.23	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
905	8773	8773	1 - BASIC CUSTO	NFSR - NA	01	0.54	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
570	8840	8840	1 - BASIC CUSTO	NFSR - NA	01	0.47	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
391	8842	8842c	2 - HIGH CLEARA	NFSR - NA	06	1.32		ML2 to ML1	open to closed	maintain for future access
986	8842	8842o	1 - BASIC CUSTO	NFSR - NA	01	1.00	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
714	8842M	8842M	2 - HIGH CLEARA	NFSR - NA	01	0.20		ML2 to ML1	open to closed	maintain for future access
985	8842R	8842R	2 - HIGH CLEARA	NFSR - NA	01	0.16		ML2 to ML1	open to closed	maintain for future access
1043	8844	8844	1 - BASIC CUSTO	NFSR - NA	01	2.01	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
1044	8844B	8844B	1 - BASIC CUSTO	NFSR - NA	01	0.31	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
586	8847	8847	1 - BASIC CUSTO	NFSR - NA	01	1.70	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
606	8847A	8847Ad	1 - BASIC CUSTO	NFSR - NA	06	0.42		ML1 to DE		unneeded
607	8847A	8847Ao	1 - BASIC CUSTO	NFSR - NA	06	0.59	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
322	8847A1	8847A1	1 - BASIC CUSTO	NFSR - NA	06	0.46		ML1 to DE		unneeded
529	8847E	8847E	1 - BASIC CUSTO	NFSR - NA	01	0.83	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
98	8854	8854	2 - HIGH CLEARA	NFSR - NA	01	1.79			open to admin only	maintain for future access
1095	8854E	8854E	2 - HIGH CLEARA	NFSR - NA	01	1.17		ML2 to ML1	open to closed	maintain for future access
310	8855	8855	1 - BASIC CUSTO	NFSR - NA	01	0.28	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
265	8858	8858	2 - HIGH CLEARA	NFSR - NA	01	2.92		ML2 to ML1	open to closed	maintain for future access
854	8859	8859	1 - BASIC CUSTO	NFSR - NA	01	2.82	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
660	8859G	8859G	1 - BASIC CUSTO	NFSR - NA	01	0.74	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used

OBJECTID	ID	TEMP_ID	OPER_LEVEL	SYSTEM	DIST_NO	GIS MILES	PROP_MVUM	ML_CHANGE	ALLOW_USE_CHANGE	ENG_COMMENTS
502	8859G1	8859G1	1 - BASIC CUSTO	NFSR - NA	01	0.26	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
661	8860B	8860B	1 - BASIC CUSTO	NFSR - NA	01	0.83	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
1045	8870	8870	1 - BASIC CUSTO	NFSR - NA	01	0.30	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
789	8879	8879	2 - HIGH CLEARA	NFSR - NA	01	1.21		ML2 to ML1	open to closed	maintain for future access
1046	8880	8880	2 - HIGH CLEARA	NFSR - NA	01	0.75		ML2 to ML1	open to closed	maintain for future access
1047	8881	8881	1 - BASIC CUSTO	NFSR - NA	01	1.05	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
184	8882	8882	1 - BASIC CUSTO	NFSR - NA	01	2.17	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
1169	8883	8883	2 - HIGH CLEARA	NFSR - NA	01	0.59		ML2 to ML1	open to closed	maintain for future access
1173	8889D	8889D	1 - BASIC CUSTO	NFSR - NA	01	1.69	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
440	8890	8890	1 - BASIC CUSTO	NFSR - NA	01	0.15	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
321	8892	8892	1 - BASIC CUSTO	NFSR - NA	06	2.65		ML1 to DE		unneeded
547	8894	8894	1 - BASIC CUSTO	NFSR - NA	01	0.82	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
988	8894C	8894C	1 - BASIC CUSTO	NFSR - NA	01	0.58	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
987	8894G	8894G	1 - BASIC CUSTO	NFSR - NA	01	0.16	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
747	8895	8895	1 - BASIC CUSTO	NFSR - NA	01	0.13	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
549	88J	88J	1 - BASIC CUSTO	NFSR - NA	01	0.30	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
875	88M	88M	1 - BASIC CUSTO	NFSR - NA	01	0.29	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
876	88P	88P	1 - BASIC CUSTO	NFSR - NA	01	0.41	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
726	8916	8916	2 - HIGH CLEARA	NFSR - NA	06	0.58		ML2 to ML1	open to closed	maintain for future access
1196	8916A	8916A	1 - BASIC CUSTO	NFSR - NA	06	0.11	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
640	8927	8927	2 - HIGH CLEARA	NFSR - NA	06	1.06			open to admin only	maintain for future access
856	8941	8941	1 - BASIC CUSTO	NFSR - NA	01	0.25	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
1102	8941A	8941A	1 - BASIC CUSTO	NFSR - NA	01	1.48	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
1123	8944	8944	2 - HIGH CLEARA	NFSR - NA	01	0.54		ML2 to ML1	open to closed	maintain for future access
1176	8952	8952	1 - BASIC CUSTO	NFSR - NA	01	0.02	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
556	8952A	8952A	1 - BASIC CUSTO	NFSR - NA	01	0.17	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
959	8954	8954	1 - BASIC CUSTO	NFSR - NA	06	1.53	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
292	8980	8980	1 - BASIC CUSTO	NFSR - NA	06	0.52	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
291	8981	8981	1 - BASIC CUSTO	NFSR - NA	06	0.85		ML1 to DE		unneeded
46	89A1	89A1	1 - BASIC CUSTO	NFSR - NA	02	0.68	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
784	89B	89B	2 - HIGH CLEARA	NFSR - NA	02	1.65		ML2 to ML1	open to closed	maintain for future access
270	89B1	89B1	2 - HIGH CLEARA	NFSR - NA	02	1.15		ML2 to ML1	open to closed	maintain for future access
134	89B4	89B4	2 - HIGH CLEARA	NFSR - NA	02	0.52		ML2 to ML1	open to closed	maintain for future access
783	89B6	89B6	2 - HIGH CLEARA	NFSR - NA	02	1.36		ML2 to ML1	open to closed	maintain for future access
446	89B7	89B7	2 - HIGH CLEARA	NFSR - NA	02	0.40		ML2 to ML1	open to closed	maintain for future access
597	89B8	89B8	2 - HIGH CLEARA	NFSR - NA	02	0.28		ML2 to ML1	open to closed	maintain for future access
1059	89D10	89D10	2 - HIGH CLEARA	NFSR - NA	02	0.07		ML2 to ML1	open to closed	maintain for future access
1129	89D6	89D6	2 - HIGH CLEARA	NFSR - NA	02	0.37		ML2 to ML1	open to closed	maintain for future access
102	89D7	89D7	2 - HIGH CLEARA	NFSR - NA	02	0.08		ML2 to ML1	open to closed	maintain for future access
573	89D9	89D9	2 - HIGH CLEARA	NFSR - NA	02	0.04		ML2 to ML1	open to closed	maintain for future access
992	89G	89G	2 - HIGH CLEARA	NFSR - NA	02	0.27		ML2 to ML1	open to closed	maintain for future access
419	89H	89H	2 - HIGH CLEARA	NFSR - NA	02	0.25		ML2 to ML1	open to closed	maintain for future access
133	89X	89X	2 - HIGH CLEARA	NFSR - NA	02	0.55		ML2 to ML1	open to closed	maintain for future access
99	89X1	89X1	2 - HIGH CLEARA	NFSR - NA	02	0.32		ML2 to ML1	open to closed	maintain for future access
480	9003	9003	2 - HIGH CLEARA	NFSR - NA	02	0.75		ML2 to ML1	open to closed	maintain for future access
92	9004	9004	2 - HIGH CLEARA	NFSR - NA	02	3.10		ML2 to ML1	open to closed	maintain for future access
1120	9007	9007	1 - BASIC CUSTO	NFSR - NA	07	0.69		ML1 to DE		unneeded
1119	9007A	9007A	1 - BASIC CUSTO	NFSR - NA	07	0.43		ML1 to DE		unneeded
1118	9007B	9007B	1 - BASIC CUSTO	NFSR - NA	07	0.47		ML1 to DE		unneeded
1117	9007C	9007C	1 - BASIC CUSTO	NFSR - NA	07	0.39		ML1 to DE		unneeded
1245	9008B	9008B	2 - HIGH CLEARA	NFSR - NA	07	0.03		ML2 to DE	open to closed	unneeded

OBJECTID	ID	TEMP_ID	OPER_LEVEL	SYSTEM	DIST_NO	GIS MILES	PROP_MVUM	ML_CHANGE	ALLOW_USE_CHANGE	ENG_COMMENTS
757	9011	9011	1 - BASIC CUSTO	NFSR - NA	07	0.49		ML1 to DE		unneeded
756	9011A	9011A	1 - BASIC CUSTO	NFSR - NA	07	0.84		ML1 to DE		unneeded
755	9011C	9011C	1 - BASIC CUSTO	NFSR - NA	07	0.12		ML1 to DE		unneeded
1247	9013	9013	1 - BASIC CUSTO	NFSR - NA	07	0.36		ML1 to DE		unneeded
424	9014	9014	2 - HIGH CLEARA	NFSR - NA	07	0.09		ML2 to DE	open to closed	unneeded
656	9017	9017	1 - BASIC CUSTO	NFSR - NA	07	1.20		ML1 to DE		unneeded
655	9017A	9017A	1 - BASIC CUSTO	NFSR - NA	07	0.26		ML1 to DE		unneeded
759	9018	9018	1 - BASIC CUSTO	NFSR - NA	07	0.35		ML1 to DE		unneeded
758	9019	9019	1 - BASIC CUSTO	NFSR - NA	07	2.16		ML1 to DE		unneeded
627	9029	9029	1 - BASIC CUSTO	NFSR - NA	07	0.62		ML1 to DE		unneeded
308	9036	9036	2 - HIGH CLEARA	NFSR - NA	02	0.25		ML2 to ML1	open to closed	maintain for future access
1224	9038	9038	1 - BASIC CUSTO	NFSR - NA	07	0.44		ML1 to DE		unneeded
1240	9039	9039	1 - BASIC CUSTO	NFSR - NA	07	0.37		ML1 to DE		unneeded
733	9054	9054	1 - BASIC CUSTO	NFSR - NA	07	0.65		ML1 to DE		unneeded
734	9054E	9054E	1 - BASIC CUSTO	NFSR - NA	07	1.27		ML1 to DE		unneeded
197	90A	90A	1 - BASIC CUSTO	NFSR - NA	06	0.40		ML1 to DE		unneeded
1279	9101Q?	9101Q?	nonsystem		07	0.36	Vehicles 50 in Wide or Less	New ATV	new open restricted	recreational value
605	9102K	9102Ka	1 - BASIC CUSTO	NFSR - NA	07	0.12	Vehicles 50 in Wide or Less	ML1 to ML1 and ATV	closed to open restricted	suggest keeping as dual-purpose ML 1 road and trail
1272	9102K	9102Kd	1 - BASIC CUSTO	NFSR - NA	07	0.36		ML1 to DE		unneeded
1280	9102K?	9102K?a	nonsystem		07	0.44	Vehicles 50 in Wide or Less	New ATV	new open restricted	recreational value
287	9133	9133	1 - BASIC CUSTO	NFSR - NA	02	0.23	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
378	9133A	9133A	1 - BASIC CUSTO	NFSR - NA	02	0.16	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
377	9133B	9133B	1 - BASIC CUSTO	NFSR - NA	02	0.14	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
501	917C	917C	1 - BASIC CUSTO	NFSR - NA	02	0.05	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
792	9184	9184	2 - HIGH CLEARA	NFSR - NA	02	1.94		ML2 to ML1	open to admin only	maintain for future access
423	9189	9189	2 - HIGH CLEARA	NFSR - NA	02	0.81		ML2 to ML1	open to closed	maintain for future access
624	919C	919C	1 - BASIC CUSTO	NFSR - NA	07	1.33		ML1 to DE		unneeded
600	919E	919E	1 - BASIC CUSTO	NFSR - NA	07	0.33	All Motorized Vehicles	ML1 to ML2		currently open and being used
626	919F	919F	1 - BASIC CUSTO	NFSR - NA	07	3.39		ML1 to DE		unneeded
851	919F1	919F1	1 - BASIC CUSTO	NFSR - NA	07	0.39		ML1 to DE		unneeded
625	919N	919N	1 - BASIC CUSTO	NFSR - NA	07	0.96		ML1 to DE		unneeded
865	91C	91C	1 - BASIC CUSTO	NFSR - NA	02	0.78	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
1170	91D	91D	2 - HIGH CLEARA	NFSR - NA	02	1.27		ML2 to ML1	open to closed	maintain for future access
601	9204	9204	1 - BASIC CUSTO	NFSR - NA	07	1.00		ML1 to DE		unneeded
1267	9207	9207	1 - BASIC CUSTO	NFSR - NA	07	2.18		ML1 to DE		unneeded
1239	9208C	9208C	1 - BASIC CUSTO	NFSR - NA	07	0.23		ML1 to DE		unneeded
527	9208D	9208D	1 - BASIC CUSTO	NFSR - NA	07	0.14		ML1 to DE		unneeded
526	9210A	9210A	1 - BASIC CUSTO	NFSR - NA	07	0.45		ML1 to DE		unneeded
1241	9210B	9210B	1 - BASIC CUSTO	NFSR - NA	07	0.80		ML1 to DE		unneeded
512	9217	9217	2 - HIGH CLEARA	NFSR - NA	02	1.11		ML2 to ML1	open to closed	maintain for future access
511	9260	9260	2 - HIGH CLEARA	NFSR - NA	02	4.28			open to admin only	maintain for future access
183	9273B	9273B	2 - HIGH CLEARA	NFSR - NA	02	0.49		ML2 to DE	open to closed	unneeded
785	9300	9300	1 - BASIC CUSTO	NFSR - NA	02	0.48	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
788	9300B	9300B	1 - BASIC CUSTO	NFSR - NA	02	0.47	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
1218	9301A	9301A	1 - BASIC CUSTO	NFSR - NA	02	0.34	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
1217	9306	9306	1 - BASIC CUSTO	NFSR - NA	02	0.31	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
182	9310	9310	2 - HIGH CLEARA	NFSR - NA	02	0.26	Highway Legal Vehicles	ML2 to ML3	open to open restricted	
794	9317	9317	1 - BASIC CUSTO	NFSR - NA	02	1.22	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
916	9319	9319	1 - BASIC CUSTO	NFSR - NA	02	0.15	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
940	9330	9330	2 - HIGH CLEARA	NFSR - NA	02	1.01		ML2 to ML1	open to closed	maintain for future access

OBJECTID	ID	TEMP_ID	OPER_LEVEL	SYSTEM	DIST_NO	GIS MILES	PROP_MVUM	ML_CHANGE	ALLOW_USE_CHANGE	ENG_COMMENTS
939	9331	9331	2 - HIGH CLEARA	NFSR - NA	02	0.76		ML2 to ML1	open to closed	maintain for future access
935	9338	9338	2 - HIGH CLEARA	NFSR - NA	02	2.58		ML2 to ML1	open to closed	maintain for future access
228	9350	9350	1 - BASIC CUSTO	NFSR - NA	02	0.37	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
36	9362	9362	2 - HIGH CLEARA	NFSR - NA	02	0.42		ML2 to ML1	open to closed	maintain for future access
181	9403C	9403C	2 - HIGH CLEARA	NFSR - NA	02	1.36		ML2 to ML1	open to closed	maintain for future access
636	9403O	9403O	2 - HIGH CLEARA	NFSR - NA	02	0.50		ML2 to ML1	open to closed	maintain for future access
635	9403Q	9403Q	2 - HIGH CLEARA	NFSR - NA	02	2.59		ML2 to ML1	open to closed	maintain for future access
891	9411A	9411A	2 - HIGH CLEARA	NFSR - NA	02	1.61		ML2 to ML1	open to closed	maintain for future access
890	9411B	9411B	2 - HIGH CLEARA	NFSR - NA	02	0.38		ML2 to ML1	open to closed	maintain for future access
889	9411N	9411N	2 - HIGH CLEARA	NFSR - NA	02	0.98		ML2 to ML1	open to closed	maintain for future access
405	9422A	9422A	2 - HIGH CLEARA	NFSR - NA	02	2.65		ML2 to ML1	open to closed	maintain for future access
404	9422F	9422F	2 - HIGH CLEARA	NFSR - NA	02	0.49		ML2 to ML1	open to closed	maintain for future access
938	9422H	9422H	2 - HIGH CLEARA	NFSR - NA	02	1.67		ML2 to ML1	open to closed	maintain for future access
937	9423J	9423J	2 - HIGH CLEARA	NFSR - NA	02	5.68		ML2 to DE	open to closed	unneeded
395	9423K	9423K	2 - HIGH CLEARA	NFSR - NA	02	5.97		ML2 to DE	open to closed	unneeded
735	9426L	9426L	1 - BASIC CUSTO	NFSR - NA	07	0.23	All Motorized Vehicles	ML1 to ML2		currently open and being used
1143	9439	9439	1 - BASIC CUSTO	NFSR - NA	02	1.50	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
577	9440	9440	2 - HIGH CLEARA	NFSR - NA	02	1.18		ML2 to ML1	open to closed	maintain for future access
576	9441	9441	2 - HIGH CLEARA	NFSR - NA	02	4.25		ML2 to ML1	open to closed	maintain for future access
179	9468B	9468B	2 - HIGH CLEARA	NFSR - NA	02	1.15		ML2 to ML1	open to closed	maintain for future access
575	9468N	9468N	2 - HIGH CLEARA	NFSR - NA	02	0.69		ML2 to ML1	open to closed	maintain for future access
574	9468R	9468R	2 - HIGH CLEARA	NFSR - NA	02	0.68		ML2 to ML1	open to closed	maintain for future access
284	9476G	9476G	2 - HIGH CLEARA	NFSR - NA	02	1.08		ML2 to ML1	open to closed	maintain for future access
306	9476H	9476H	2 - HIGH CLEARA	NFSR - NA	02	0.41		ML2 to ML1	open to closed	maintain for future access
35	9479A	9479A	2 - HIGH CLEARA	NFSR - NA	02	2.16		ML2 to ML1	open to closed	maintain for future access
34	9479B	9479B	2 - HIGH CLEARA	NFSR - NA	02	1.57		ML2 to ML1	open to closed	maintain for future access
394	9482A	9482A	2 - HIGH CLEARA	NFSR - NA	02	0.69		ML2 to ML1	open to closed	maintain for future access
393	9483Y	9483Y	2 - HIGH CLEARA	NFSR - NA	02	3.21		ML2 to DE	open to closed	unneeded
428	9484B	9484B	2 - HIGH CLEARA	NFSR - NA	02	2.26		ML2 to ML1	open to closed	maintain for future access
427	9484C	9484C	2 - HIGH CLEARA	NFSR - NA	02	1.37		ML2 to ML1	open to closed	maintain for future access
604	9484E	9484E	2 - HIGH CLEARA	NFSR - NA	02	0.19		ML2 to ML1	open to closed	maintain for future access
999	9484F	9484F	2 - HIGH CLEARA	NFSR - NA	02	1.09		ML2 to ML1	open to closed	maintain for future access
107	9484G	9484G	2 - HIGH CLEARA	NFSR - NA	02	3.63		ML2 to ML1	open to closed	maintain for future access
674	9484J	9484J	2 - HIGH CLEARA	NFSR - NA	02	1.71		ML2 to ML1	open to closed	maintain for future access
106	9484K	9484K	2 - HIGH CLEARA	NFSR - NA	02	1.36		ML2 to ML1	open to closed	maintain for future access
105	9486H	9486H	2 - HIGH CLEARA	NFSR - NA	02	1.93		ML2 to ML1	open to closed	maintain for future access
104	9487N	9487N	2 - HIGH CLEARA	NFSR - NA	02	0.08		ML2 to ML1	open to closed	maintain for future access
902	9512E	9512E	2 - HIGH CLEARA	NFSR - NA	02	1.44		ML2 to ML1	open to closed	maintain for future access
504	9512K	9512K	1 - BASIC CUSTO	NFSR - NA	02	0.80	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
103	9514E	9514E	2 - HIGH CLEARA	NFSR - NA	02	1.06		ML2 to ML1	open to closed	maintain for future access
172	9515Y	9515Y	1 - BASIC CUSTO	NFSR - NA	02	0.79	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
412	9516E	9516E	1 - BASIC CUSTO	NFSR - NA	02	1.62	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
128	9520C	9520C	1 - BASIC CUSTO	NFSR - NA	02	1.81	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
129	9520D	9520D	1 - BASIC CUSTO	NFSR - NA	02	0.41	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
546	9535J	9535J	1 - BASIC CUSTO	NFSR - NA	02	1.74	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
610	9536X	9536X	1 - BASIC CUSTO	NFSR - NA	02	0.54	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
1138	9538O	9538O	2 - HIGH CLEARA	NFSR - NA	02	1.51		ML2 to ML1	open to closed	maintain for future access
826	9538R	9538R	1 - BASIC CUSTO	NFSR - NA	02	0.43	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
762	9541E	9541E	2 - HIGH CLEARA	NFSR - NA	02	1.54		ML2 to ML1	open to closed	maintain for future access
1135	9551C	9551C	2 - HIGH CLEARA	NFSR - NA	02	1.32		ML2 to ML1	open to closed	maintain for future access
418	9551J	9551J	1 - BASIC CUSTO	NFSR - NA	02	2.57	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used

OBJECTID	ID	TEMP_ID	OPER_LEVEL	SYSTEM	DIST_NO	GIS MILES	PROP_MVUM	ML_CHANGE	ALLOW_USE_CHANGE	ENG_COMMENTS
44	9551L	9551L	2 - HIGH CLEARA	NFSR - NA	02	1.56		ML2 to ML1	open to closed	maintain for future access
531	9551Q	9551Q	2 - HIGH CLEARA	NFSR - NA	02	0.84		ML2 to ML1	open to closed	maintain for future access
135	9552G	9552G	2 - HIGH CLEARA	NFSR - NA	02	1.10		ML2 to ML1	open to closed	maintain for future access
825	9553D	9553D	2 - HIGH CLEARA	NFSR - NA	02	2.02		ML2 to ML1	open to closed	maintain for future access
723	9553E	9553E	2 - HIGH CLEARA	NFSR - NA	02	0.56		ML2 to ML1	open to closed	maintain for future access
722	9553F	9553F	2 - HIGH CLEARA	NFSR - NA	02	0.31		ML2 to ML1	open to closed	maintain for future access
1032	9553L	9553L	2 - HIGH CLEARA	NFSR - NA	02	0.47		ML2 to ML1	open to closed	maintain for future access
1031	9553M	9553M	2 - HIGH CLEARA	NFSR - NA	02	0.79		ML2 to ML1	open to closed	maintain for future access
709	9553O	9553O	2 - HIGH CLEARA	NFSR - NA	02	0.50		ML2 to ML1	open to closed	maintain for future access
708	9553X	9553X	2 - HIGH CLEARA	NFSR - NA	02	1.08		ML2 to ML1	open to closed	maintain for future access
707	9553Z	9553Z	2 - HIGH CLEARA	NFSR - NA	02	0.74		ML2 to ML1	open to closed	maintain for future access
706	9554	9554	2 - HIGH CLEARA	NFSR - NA	02	1.50		ML2 to ML1	open to closed	maintain for future access
222	9554A	9554A	2 - HIGH CLEARA	NFSR - NA	02	1.32		ML2 to ML1	open to closed	maintain for future access
221	9554B1	9554B1	2 - HIGH CLEARA	NFSR - NA	02	0.53		ML2 to ML1	open to closed	maintain for future access
422	9554D	9554D	2 - HIGH CLEARA	NFSR - NA	02	0.65		ML2 to ML1	open to closed	maintain for future access
634	9554F	9554F	2 - HIGH CLEARA	NFSR - NA	02	1.99		ML2 to ML1	open to closed	maintain for future access
633	9554I	9554I	2 - HIGH CLEARA	NFSR - NA	02	1.25		ML2 to ML1	open to closed	maintain for future access
632	9554M	9554M	2 - HIGH CLEARA	NFSR - NA	02	0.71		ML2 to ML1	open to closed	maintain for future access
631	9554Q	9554Q	2 - HIGH CLEARA	NFSR - NA	02	0.99		ML2 to ML1	open to closed	maintain for future access
583	9554U	9554U	2 - HIGH CLEARA	NFSR - NA	02	0.82		ML2 to ML1	open to closed	maintain for future access
582	9554V	9554V	2 - HIGH CLEARA	NFSR - NA	02	0.85		ML2 to ML1	open to closed	maintain for future access
581	9555B	9555B	2 - HIGH CLEARA	NFSR - NA	02	0.74		ML2 to ML1	open to closed	maintain for future access
580	9555T	9555T	2 - HIGH CLEARA	NFSR - NA	02	1.77			open to admin only	maintain for future access
1039	9556Q	9556Q	1 - BASIC CUSTO	NFSR - NA	02	0.65	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
694	9559F	9559F	1 - BASIC CUSTO	NFSR - NA	02	1.19	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
312	9559H	9559H	2 - HIGH CLEARA	NFSR - NA	02	0.49		ML2 to ML1	open to closed	maintain for future access
1040	9559U	9559U	1 - BASIC CUSTO	NFSR - NA	02	0.71	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
1041	9561R	9561R	1 - BASIC CUSTO	NFSR - NA	02	0.59	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
1038	9561T	9561T	1 - BASIC CUSTO	NFSR - NA	02	0.29	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
505	9562F	9562F	2 - HIGH CLEARA	NFSR - NA	02	0.61		ML2 to ML1	open to closed	maintain for future access
1037	9562P	9562P	1 - BASIC CUSTO	NFSR - NA	02	0.41	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
220	9564N	9564N	2 - HIGH CLEARA	NFSR - NA	02	0.70		ML2 to ML1	open to closed	maintain for future access
309	9568M	9568M	2 - HIGH CLEARA	NFSR - NA	02	1.30		ML2 to ML1	open to closed	maintain for future access
212	9571O	9571O	1 - BASIC CUSTO	NFSR - NA	02	0.69	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
314	9573D	9573D	2 - HIGH CLEARA	NFSR - NA	02	0.30		ML2 to ML1	open to closed	maintain for future access
313	9582Q	9582Q	2 - HIGH CLEARA	NFSR - NA	02	0.38		ML2 to ML1	open to closed	maintain for future access
168	9585N	9585N	1 - BASIC CUSTO	NFSR - NA	02	2.99	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
746	9596F	9596F	2 - HIGH CLEARA	NFSR - NA	02	0.33		ML2 to ML1	open to closed	maintain for future access
745	9598C	9598C	2 - HIGH CLEARA	NFSR - NA	02	0.54		ML2 to ML1	open to closed	maintain for future access
744	9598D	9598D	2 - HIGH CLEARA	NFSR - NA	02	0.52		ML2 to ML1	open to closed	maintain for future access
1042	9598E	9598E	2 - HIGH CLEARA	NFSR - NA	02	0.81		ML2 to ML1	open to closed	maintain for future access
259	9598G	9598G	2 - HIGH CLEARA	NFSR - NA	02	0.52		ML2 to ML1	open to closed	maintain for future access
506	9598H	9598H	2 - HIGH CLEARA	NFSR - NA	02	0.67		ML2 to ML1	open to closed	maintain for future access
767	9598N	9598N	2 - HIGH CLEARA	NFSR - NA	02	0.51		ML2 to ML1	open to closed	maintain for future access
1152	9598P	9598P	2 - HIGH CLEARA	NFSR - NA	02	0.12		ML2 to ML1	open to closed	maintain for future access
1151	9599I	9599I	2 - HIGH CLEARA	NFSR - NA	02	0.90		ML2 to ML1	open to closed	maintain for future access
1150	9599K	9599K	2 - HIGH CLEARA	NFSR - NA	02	1.42		ML2 to ML1	open to closed	maintain for future access
514	9599Q	9599Q	2 - HIGH CLEARA	NFSR - NA	02	1.21		ML2 to ML1	open to closed	maintain for future access
513	9599R	9599R	2 - HIGH CLEARA	NFSR - NA	02	0.84		ML2 to ML1	open to closed	maintain for future access
315	9599S	9599S	2 - HIGH CLEARA	NFSR - NA	02	0.21		ML2 to ML1	open to closed	maintain for future access
170	9599W	9599W	2 - HIGH CLEARA	NFSR - NA	02	0.22		ML2 to ML1	open to closed	maintain for future access

OBJECTID	ID	TEMP_ID	OPER_LEVEL	SYSTEM	DIST_NO	GIS MILES	PROP_MVUM	ML_CHANGE	ALLOW_USE_CHANGE	ENG_COMMENTS
86	95A	95A	2 - HIGH CLEARA	NFSR - NA	02	0.54	Vehicles 50 in Wide or Less	ML2 to ML1 and ATV	open to open restricted	recreational value
978	95C	95C	2 - HIGH CLEARA	NFSR - NA	02	0.81		ML2 to ML1	open to closed	maintain for future access
85	95G1	95G1	2 - HIGH CLEARA	NFSR - NA	02	0.48		ML2 to ML1	open to closed	maintain for future access
554	95G2	95G2	2 - HIGH CLEARA	NFSR - NA	02	0.41		ML2 to ML1	open to closed	maintain for future access
553	95H	95H	2 - HIGH CLEARA	NFSR - NA	02	2.30		ML2 to ML1	open to closed	maintain for future access
552	95J	95J	2 - HIGH CLEARA	NFSR - NA	02	0.63		ML2 to ML1	open to closed	maintain for future access
551	95K	95K	2 - HIGH CLEARA	NFSR - NA	02	2.50		ML2 to ML1	open to closed	maintain for future access
550	95L	95L	2 - HIGH CLEARA	NFSR - NA	02	0.38		ML2 to ML1	open to closed	maintain for future access
769	95Q	95Q	2 - HIGH CLEARA	NFSR - NA	02	0.84		ML2 to ML1	open to closed	maintain for future access
779	96	96	3 - SUITABLE FO	NFSR - NA	06	0.32	All Motorized Vehicles	ML3 to ML2	open restricted to open	
426	9600A	9600A	2 - HIGH CLEARA	NFSR - NA	07	0.40			open to admin only	maintain for future access
1232	9600A1	9600A1	2 - HIGH CLEARA	NFSR - NA	07	0.14		ML2 to DE	open to closed	unneeded
1231	9600B	9600B	2 - HIGH CLEARA	NFSR - NA	07	0.38		ML2 to DE	open to closed	unneeded
425	9600E	9600E	2 - HIGH CLEARA	NFSR - NA	07	0.30			open to admin only	maintain for future access
1048	9600L2	9600L2	1 - BASIC CUSTO	NFSR - NA	07	0.20		ML1 to DE		unneeded
52	9600N	9600N	1 - BASIC CUSTO	NFSR	07	0.17	Vehicles 50 in Wide or Less	ML1 to ML1 and ATV	closed to open restricted	suggest keeping as dual-purpose ML 1 road and trail
796	9600O	9600O	2 - HIGH CLEARA	NFSR - NA	07	2.15			open to admin only	maintain for future access
152	9600P	9600P	1 - BASIC CUSTO	NFSR - NA	07	2.13	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
260	9600T	9600T	1 - BASIC CUSTO	NFSR - NA	07	2.21	All Motorized Vehicles	ML1 to ML2		currently open and being used
262	9600T1	9600T1	1 - BASIC CUSTO	NFSR - NA	07	0.62		ML1 to DE		unneeded
912	9600V	9600V	1 - BASIC CUSTO	NFSR - NA	07	0.31		ML1 to DE		unneeded
1235	9603	9603	2 - HIGH CLEARA	NFSR - NA	07	0.36		ML2 to DE	open to closed	unneeded
1234	9603A	9603A	2 - HIGH CLEARA	NFSR - NA	07	0.42		ML2 to DE	open to closed	unneeded
1256	9607E	9607E	2 - HIGH CLEARA	NFSR - NA	07	0.30		ML2 to DE	open to closed	unneeded
1188	9610F	9610F	2 - HIGH CLEARA	NFSR - NA	07	0.64		ML2 to DE	open to closed	unneeded
390	9610Q	9610Qc	2 - HIGH CLEARA	NFSR - NA	07	0.82		DE to ML2	closed to admin only	maintain for future access
72	9610Q	9610Qd	2 - HIGH CLEARA	NFSR - NA	07	0.28		ML2 to DE	open to closed	unneeded
642	9610V	9610V	2 - HIGH CLEARA	NFSR - NA	07	2.21		ML2 to DE	open to closed	unneeded
1215	9692	9692	1 - BASIC CUSTO	NFSR - NA	02	0.57	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
685	96G	96Gc	2 - HIGH CLEARA	NFSR - NA	07	0.22		ML2 to DE	open to admin only & open to DE	maintain for future access
543	96G	96Gd	2 - HIGH CLEARA	NFSR - NA	07	0.26		ML2 to DE	open to closed	unneeded
684	96G1	96G1	2 - HIGH CLEARA	NFSR - NA	07	0.43			open to admin only	maintain for future access
1238	9701	9701	2 - HIGH CLEARA	NFSR - NA	07	1.76			open to admin only	maintain for future access
1237	9701A3	9701A3	2 - HIGH CLEARA	NFSR - NA	07	0.30			open to admin only	maintain for future access
1116	9701K	9701K	2 - HIGH CLEARA	NFSR - NA	07	1.93		ML2 to DE	open to closed	unneeded
870	9701Q	9701Q	1 - BASIC CUSTO	NFSR - NA	07	0.22	Vehicles 50 in Wide or Less	ML1 to ML1 and ATV	closed to open restricted	suggest keeping as dual-purpose ML 1 road and trail
887	9701S	9701S	2 - HIGH CLEARA	NFSR - NA	07	0.59		ML2 to DE	open to closed	unneeded
77	9702Y	9702Y	2 - HIGH CLEARA	NFSR - NA	07	1.63			open to admin only	maintain for future access
76	9702Y1	9702Y1	2 - HIGH CLEARA	NFSR - NA	07	0.68			open to admin only	maintain for future access
1242	9703X	9703X	1 - BASIC CUSTO	NFSR - NA	07	0.24		ML1 to DE		unneeded
525	9704Y	9704Y	1 - BASIC CUSTO	NFSR - NA	07	0.26		ML1 to DE		unneeded
524	9704Z	9704Z	1 - BASIC CUSTO	NFSR - NA	07	0.48		ML1 to DE		unneeded
738	9705V	9705V	2 - HIGH CLEARA	NFSR - NA	07	0.68		ML2 to DE	open to closed	unneeded
438	9706A	9706A	2 - HIGH CLEARA	NFSR - NA	07	0.91			open to admin only	maintain for future access
620	9706E1	9706E1	2 - HIGH CLEARA	NFSR - NA	07	0.39			open to admin only	maintain for future access
619	9706F1	9706F1	2 - HIGH CLEARA	NFSR - NA	07	0.78			open to admin only	maintain for future access
618	9706G	9706G	2 - HIGH CLEARA	NFSR - NA	07	1.18			open to admin only	maintain for future access
1223	9707S	9707S	2 - HIGH CLEARA	NFSR - NA	07	1.33	Vehicles 50 in Wide or Less	ML2 to ML1 and ATV	open to open restricted	recreational value

OBJECTID	ID	TEMP_ID	OPER_LEVEL	SYSTEM	DIST_NO	GIS MILES	PROP_MVUM	ML_CHANGE	ALLOW_USE_CHANGE	ENG_COMMENTS
1069	9710J	9710Jc	2 - HIGH CLEARA	NFSR - NA	07	0.58			open to admin only	maintain for future access
1285	9710J	9710Jd	2 - HIGH CLEARA	NFSR - NA	07	0.94		ML2 to DE	open to closed	unneeded
460	9710O	9710O	2 - HIGH CLEARA	NFSR - NA	07	0.93			open to admin only	maintain for future access
435	9711	9711	1 - BASIC CUSTO	NFSR - NA	07	0.09	All Motorized Vehicles	ML1 to ML2		currently open and being used
472	9711W	9711W	2 - HIGH CLEARA	NFSR - NA	07	3.66			open to admin only	maintain for future access
401	9711W1	9711W1	1 - BASIC CUSTO	NFSR - NA	07	0.11		ML1 to DE		unneeded
1112	9711X	9711Xc	2 - HIGH CLEARA	NFSR - NA	07	0.17			open to admin only	maintain for future access
1113	9711X	9711Xd	2 - HIGH CLEARA	NFSR - NA	07	0.97		ML2 to DE	open to closed	unneeded
121	9711Y	9711Y	2 - HIGH CLEARA	NFSR - NA	07	0.43			open to admin only	maintain for future access
617	9711Z	9711Z	2 - HIGH CLEARA	NFSR - NA	07	0.31		ML2 to DE	open to closed	unneeded
1158	9712	9712	1 - BASIC CUSTO	NFSR - NA	07	0.20	All Motorized Vehicles	ML1 to ML2		currently open and being used
616	9712A	9712A	2 - HIGH CLEARA	NFSR - NA	07	0.29		ML2 to DE	open to closed	unneeded
471	9712G	9712G	2 - HIGH CLEARA	NFSR - NA	07	0.47			open to admin only	maintain for future access
473	9712I	9712I	2 - HIGH CLEARA	NFSR - NA	07	0.76		ML2 to DE	open to closed	unneeded
1161	9712I1	9712I1	1 - BASIC CUSTO	NFSR - NA	07	0.14		ML1 to DE		unneeded
1160	9712J	9712J	1 - BASIC CUSTO	NFSR - NA	07	0.08		ML1 to DE		unneeded
403	9712K	9712K	2 - HIGH CLEARA	NFSR - NA	07	1.10			open to admin only	maintain for future access
737	9715C	9715C	2 - HIGH CLEARA	NFSR - NA	07	0.70		ML2 to DE	open to closed	unneeded
972	9715F	9715F	1 - BASIC CUSTO	NFSR - NA	07	0.76		ML1 to DE		unneeded
1189	9715N	9715N	1 - BASIC CUSTO	NFSR - NA	07	0.23		ML1 to DE		unneeded
381	9719N	9719N	2 - HIGH CLEARA	NFSR - NA	07	1.32			open to admin only	maintain for future access
673	9720J	9720J	2 - HIGH CLEARA	NFSR - NA	07	0.31		DE to ML2	closed to admin only	maintain for future access
969	9720K1	9720K1	1 - BASIC CUSTO	NFSR - NA	07	0.76		ML1 to DE		unneeded
1008	9720M	9720M	1 - BASIC CUSTO	NFSR - NA	07	0.69		ML1 to DE		unneeded
261	9720Y	9720Y	1 - BASIC CUSTO	NFSR - NA	07	0.51		ML1 to DE		unneeded
300	9721K2	9721K2	1 - BASIC CUSTO	NFSR - NA	07	0.47		ML1 to DE		unneeded
1009	9721L	9721L	1 - BASIC CUSTO	NFSR - NA	07	0.73		ML1 to DE		unneeded
971	9721M	9721M	1 - BASIC CUSTO	NFSR - NA	07	0.40		ML1 to DE		unneeded
922	9722F	9722Fc	2 - HIGH CLEARA	NFSR - NA	07	0.31			open to admin only	maintain for future access
923	9722F	9722Fd	2 - HIGH CLEARA	NFSR - NA	07	0.16		ML2 to DE	open to closed	unneeded
921	9722F1	9722F1	1 - BASIC CUSTO	NFSR - NA	07	0.41		ML1 to DE		unneeded
1163	9722J	9722J	2 - HIGH CLEARA	NFSR - NA	07	0.49		ML2 to DE	open to closed	unneeded
924	9722O	9722Oc	2 - HIGH CLEARA	NFSR - NA	07	0.19			open to admin only	maintain for future access
925	9722O	9722Od	2 - HIGH CLEARA	NFSR - NA	07	0.30		ML2 to DE	open to closed	unneeded
920	9722T2	9722T2	2 - HIGH CLEARA	NFSR - NA	07	0.09		ML2 to DE	open to closed	unneeded
120	9722Z	9722Z	2 - HIGH CLEARA	NFSR - NA	07	1.10		ML2 to DE	open to closed	unneeded
615	9723H	9723H	1 - BASIC CUSTO	NFSR - NA	07	0.64		ML1 to DE		unneeded
216	9723I	9723I	2 - HIGH CLEARA	NFSR - NA	07	1.01		ML2 to DE	open to closed	unneeded
217	9723J	9723Jc	2 - HIGH CLEARA	NFSR - NA	07	0.70			open to admin only	maintain for future access
218	9723J	9723Jd	2 - HIGH CLEARA	NFSR - NA	07	0.19		ML2 to DE	open to closed	unneeded
94	9724G	9724G	2 - HIGH CLEARA	NFSR - NA	07	1.21			open to admin only	maintain for future access
705	9724J	9724J	2 - HIGH CLEARA	NFSR - NA	07	0.99		ML2 to DE	open to closed	unneeded
402	9724M	9724M	2 - HIGH CLEARA	NFSR - NA	07	2.62			open to admin only	maintain for future access
461	9724V	9724V	1 - BASIC CUSTO	NFSR - NA	07	0.39		ML1 to DE		unneeded
434	9724X	9724X	1 - BASIC CUSTO	NFSR - NA	07	1.91	All Motorized Vehicles	ML1 to ML2		currently open and being used
436	9724X1	9724X1	1 - BASIC CUSTO	NFSR - NA	07	0.32	All Motorized Vehicles	ML1 to ML2		currently open and being used
1177	9724Y	9724Y	2 - HIGH CLEARA	NFSR - NA	07	1.56		ML2 to DE	open to closed	unneeded
1178	9726	9726	1 - BASIC CUSTO	NFSR - NA	07	0.10	All Motorized Vehicles	ML1 to ML2		currently open and being used
1180	9726A	9726A	1 - BASIC CUSTO	NFSR - NA	07	0.31		ML1 to DE		unneeded
1078	9726D1	9726D1	1 - BASIC CUSTO	NFSR - NA	07	0.71	Vehicles 50 in Wide or Less	ML1 to ML1 and ATV	closed to open restricted	suggest keeping as dual-purpose ML 1 road and trail

OBJECTID	ID	TEMP_ID	OPER_LEVEL	SYSTEM	DIST_NO	GIS MILES	PROP_MVUM	ML_CHANGE	ALLOW_USE_CHANGE	ENG_COMMENTS
1164	9726J	9726J	1 - BASIC CUSTO	NFSR - NA	07	0.75		ML1 to DE		unneeded
1179	9726L	9726L	1 - BASIC CUSTO	NFSR - NA	07	0.33		ML1 to DE		unneeded
704	9726M	9726M	1 - BASIC CUSTO	NFSR - NA	07	0.76		ML1 to DE		unneeded
1159	9726N	9726N	1 - BASIC CUSTO	NFSR - NA	07	0.68		ML1 to DE		unneeded
75	9727E	9727E	2 - HIGH CLEARA	NFSR - NA	07	0.45		ML2 to DE	open to closed	unneeded
1243	9727F	9727F	1 - BASIC CUSTO	NFSR - NA	07	0.51		ML1 to DE		unneeded
1011	9805B	9805B	2 - HIGH CLEARA	NFSR - NA	07	1.02			open to admin only	maintain for future access
199	9805B1	9805B1c	2 - HIGH CLEARA	NFSR - NA	07	0.36			open to admin only	maintain for future access
200	9805B1	9805B1d	2 - HIGH CLEARA	NFSR - NA	07	0.49		ML2 to DE	open to closed	unneeded
1029	9805D	9805D	1 - BASIC CUSTO	DIAL CAR	07	1.26	All Motorized Vehicles	ML1 to ML2		currently open and being used
1028	9806	9806	2 - HIGH CLEARA	NFSR - NA	07	3.15			open to admin only	maintain for future access
375	9806A	9806A	2 - HIGH CLEARA	NFSR - NA	07	0.43		ML2 to DE	open to closed	unneeded
374	9806A1	9806A1	1 - BASIC CUSTO	NFSR - NA	07	0.69		ML1 to DE		unneeded
1137	9806B	9806B	2 - HIGH CLEARA	NFSR - NA	07	0.31		ML2 to DE	open to closed	unneeded
868	9806D	9806D	2 - HIGH CLEARA	NFSR - NA	07	0.39		ML2 to DE	open to closed	unneeded
621	9807K	9807K	2 - HIGH CLEARA	NFSR - NA	07	0.44		ML2 to DE	open to closed	unneeded
1122	9807L	9807L	2 - HIGH CLEARA	NFSR - NA	07	1.59		ML2 to DE	open to closed	unneeded
201	9807T	9807T	2 - HIGH CLEARA	NFSR - NA	07	1.76		ML2 to DE	open to closed	unneeded
888	9809L	9809L	2 - HIGH CLEARA	NFSR - NA	07	2.91			open to admin only	maintain for future access
431	9809P	9809P	2 - HIGH CLEARA	NFSR - NA	07	0.96			open to admin only	maintain for future access
430	9809R	9809R	2 - HIGH CLEARA	NFSR - NA	07	0.64			open to admin only	maintain for future access
429	9809S	9809S	2 - HIGH CLEARA	NFSR - NA	07	0.68		ML2 to DE	open to closed	unneeded
371	9810P	9810P	2 - HIGH CLEARA	NFSR - NA	07	0.99			open to admin only	maintain for future access
829	9810R	9810Rc	2 - HIGH CLEARA	NFSR - NA	07	0.79			open to admin only	maintain for future access
399	9810R	9810Rd	2 - HIGH CLEARA	NFSR - NA	07	0.86		ML2 to DE	open to closed	unneeded
370	9810S	9810S	2 - HIGH CLEARA	NFSR - NA	07	0.47			open to admin only	maintain for future access
1027	9810W	9810W	2 - HIGH CLEARA	NFSR - NA	07	0.09			open to admin only	maintain for future access
690	9811G	9811G	2 - HIGH CLEARA	NFSR - NA	07	0.92			open to admin only	maintain for future access
1261	9816O	9816O	2 - HIGH CLEARA	NFSR - NA	07	0.54			open to admin only	maintain for future access
914	9818W	9818W	2 - HIGH CLEARA	NFSR - NA	07	0.69		ML2 to DE	open to closed	unneeded
1255	9819K	9819K	2 - HIGH CLEARA	NFSR - NA	07	0.78		ML2 to DE	open to closed	unneeded
1254	9819S	9819S	2 - HIGH CLEARA	NFSR - NA	07	0.90		ML2 to DE	open to closed	unneeded
622	9819W	9819W	2 - HIGH CLEARA	NFSR - NA	07	0.33		ML2 to DE	open to closed	unneeded
1014	9819Y	9819Y	1 - BASIC CUSTO	NFSR - NA	07	2.41		ML1 to DE		unneeded
1013	9820K	9820K	2 - HIGH CLEARA	NFSR - NA	07	1.27		ML2 to DE	open to closed	unneeded
1253	9820K2	9820K2	2 - HIGH CLEARA	NFSR - NA	07	0.68		ML2 to DE	open to closed	unneeded
1258	9820W	9820W	2 - HIGH CLEARA	NFSR - NA	07	1.23		ML2 to DE	open to closed	unneeded
1260	9822P	9822P	2 - HIGH CLEARA	NFSR - NA	07	0.51		ML2 to DE	open to closed	unneeded
1259	9822Q	9822Q	2 - HIGH CLEARA	NFSR - NA	07	0.30		ML2 to DE	open to closed	unneeded
523	9823D	9823D	2 - HIGH CLEARA	NFSR - NA	07	0.68		ML2 to DE	open to closed	unneeded
643	9825T	9825Tc	2 - HIGH CLEARA	NFSR - NA	07	1.31			open to admin only	maintain for future access
1184	9825T	9825Td	2 - HIGH CLEARA	NFSR - NA	07	0.60		ML2 to DE	open to closed	unneeded
1185	9826J	9826J	2 - HIGH CLEARA	NFSR - NA	07	0.31		ML2 to DE	open to closed	unneeded
1249	9829D	9829D	2 - HIGH CLEARA	NFSR - NA	07	1.23		ML2 to DE	open to closed	unneeded
682	9835	9835c	2 - HIGH CLEARA	NFSR - NA	07	0.35			open to admin only	maintain for future access
683	9835	9835d	2 - HIGH CLEARA	NFSR - NA	07	0.45		ML2 to DE	open to closed	unneeded
853	9840Q	9840Q	1 - BASIC CUSTO	NFSR - NA	07	0.98		ML1 to DE		unneeded
852	9840R	9840R	2 - HIGH CLEARA	NFSR - NA	07	0.12		ML2 to DE	open to closed	unneeded
693	9841A	9841A	1 - BASIC CUSTO	NFSR - NA	07	1.56		ML1 to DE		unneeded
688	9841B	9841B	1 - BASIC CUSTO	NFSR - NA	07	0.87		ML1 to DE		unneeded
689	9842A	9842A	2 - HIGH CLEARA	NFSR - NA	07	0.93		ML2 to DE	open to closed	unneeded

OBJECTID	ID	TEMP_ID	OPER_LEVEL	SYSTEM	DIST_NO	GIS MILES	PROP_MVUM	ML_CHANGE	ALLOW_USE_CHANGE	ENG_COMMENTS
768	9848H	9848H	2 - HIGH CLEARA	NFSR - NA	02	0.36		ML2 to ML1	open to closed	maintain for future access
60	9848V	9848V	2 - HIGH CLEARA	NFSR - NA	02	0.41		ML2 to ML1	open to closed	maintain for future access
59	9849X	9849X	2 - HIGH CLEARA	NFSR - NA	02	0.13		ML2 to ML1	open to closed	maintain for future access
58	9850C	9850C	2 - HIGH CLEARA	NFSR - NA	02	0.04		ML2 to ML1	open to closed	maintain for future access
411	9850E	9850E	1 - BASIC CUSTO	NFSR - NA	02	0.19	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
1036	9850E1	9850E1	1 - BASIC CUSTO	NFSR - NA	02	0.27	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
1149	9851K	9851K	2 - HIGH CLEARA	NFSR - NA	02	2.54			open to admin only	maintain for future access
518	9851P	9851P	2 - HIGH CLEARA	NFSR - NA	02	0.34		ML2 to ML1	open to closed	maintain for future access
827	9851Z	9851Z	2 - HIGH CLEARA	NFSR - NA	02	2.46		ML2 to DE	open to closed	unneeded
410	9852L	9852L	1 - BASIC CUSTO	NFSR - NA	02	2.24	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
87	9854C	9854C	2 - HIGH CLEARA	NFSR - NA	02	0.55		ML2 to ML1	open to closed	maintain for future access
515	9863M	9863M	2 - HIGH CLEARA	NFSR - NA	02	0.11		ML2 to ML1	open to closed	maintain for future access
88	9869F	9869F	2 - HIGH CLEARA	NFSR - NA	02	0.74		ML2 to ML1	open to closed	maintain for future access
692	9870J1	9870J1	1 - BASIC CUSTO	NFSR - NA	07	0.20		ML1 to DE		unneeded
691	9875P	9875P	1 - BASIC CUSTO	NFSR - NA	07	0.78		ML1 to DE		unneeded
1269	9877P	9877P	2 - HIGH CLEARA	NFSR - NA	07	0.56		ML2 to DE	open to closed	unneeded
130	9882L	9882L	1 - BASIC CUSTO	NFSR - NA	02	3.00	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
517	9883C	9883C	2 - HIGH CLEARA	NFSR - NA	02	0.55		ML2 to ML1	open to closed	maintain for future access
516	9883H	9883H	2 - HIGH CLEARA	NFSR - NA	02	0.33		ML2 to ML1	open to closed	maintain for future access
990	9886	9886	1 - BASIC CUSTO	NFSR - NA	02	2.40	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
138	9886A	9886A	2 - HIGH CLEARA	NFSR - NA	02	1.27		ML2 to ML1	open to closed	maintain for future access
243	9886A2	9886A2	2 - HIGH CLEARA	NFSR - NA	02	1.97		ML2 to ML1	open to closed	maintain for future access
710	9886A3	9886A3	2 - HIGH CLEARA	NFSR - NA	02	0.40		ML2 to ML1	open to closed	maintain for future access
303	9886D	9886D	2 - HIGH CLEARA	NFSR - NA	02	0.11		ML2 to ML1	open to closed	maintain for future access
302	9886E	9886E	2 - HIGH CLEARA	NFSR - NA	02	1.63		ML2 to ML1	open to closed	maintain for future access
458	9886J	9886J	2 - HIGH CLEARA	NFSR - NA	02	0.69		ML2 to ML1	open to closed	maintain for future access
1034	9886M1	9886M1	2 - HIGH CLEARA	NFSR - NA	02	0.28	Vehicles 50 in Wide or Less	ML2 to ML1 and ATV	open to open restricted	recreational value
206	9886M2	9886M2	1 - BASIC CUSTO	DIAL CAR	02	0.24	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
943	9886O	9886O	2 - HIGH CLEARA	NFSR - NA	02	0.87		ML2 to ML1	open to closed	maintain for future access
903	9886R	9886R	2 - HIGH CLEARA	NFSR - NA	02	3.64		ML2 to ML1	open to closed	maintain for future access
459	9886U	9886U	1 - BASIC CUSTO	DIAL CAR	02	0.57	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
242	9886V	9886V	2 - HIGH CLEARA	NFSR - NA	02	0.57		ML2 to ML1	open to closed	maintain for future access
241	9887B	9887B	2 - HIGH CLEARA	NFSR - NA	02	0.57		ML2 to ML1	open to closed	maintain for future access
90	9887H	9887H	2 - HIGH CLEARA	NFSR - NA	02	2.09	Vehicles 50 in Wide or Less	ML2 to ML1 and ATV	open to open restricted	recreational value
717	9887J	9887J	2 - HIGH CLEARA	NFSR - NA	02	0.80		ML2 to ML1	open to closed	maintain for future access
89	9887J4	9887J4	1 - BASIC CUSTO	NFSR - NA	02	1.53	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
62	9887K	9887K	2 - HIGH CLEARA	NFSR - NA	02	1.49		ML2 to ML1	open to closed	maintain for future access
61	9887L	9887L	2 - HIGH CLEARA	NFSR - NA	02	2.96		ML2 to ML1	open to closed	maintain for future access
1005	9887M	9887M	2 - HIGH CLEARA	NFSR - NA	02	0.82		ML2 to ML1	open to closed	maintain for future access
1004	9887O	9887O	2 - HIGH CLEARA	NFSR - NA	02	0.34		ML2 to ML1	open to closed	maintain for future access
1003	9887P	9887P	2 - HIGH CLEARA	NFSR - NA	02	0.68		ML2 to ML1	open to admin only	maintain for future access
143	9887Q	9887Qa	2 - HIGH CLEARA	NFSR - NA	02	0.68	Vehicles 50 in Wide or Less	ML2 to ML1 and ATV	open to open restricted	recreational value
142	9887Q	9887Qc	2 - HIGH CLEARA	NFSR - NA	02	0.74		ML2 to ML1	open to closed	maintain for future access
1167	9887R	9887R	2 - HIGH CLEARA	NFSR - NA	02	0.33		ML2 to ML1	open to closed	maintain for future access
485	9887T1	9887T1	1 - BASIC CUSTO	NFSR - NA	02	1.28	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
892	9887U	9887U	2 - HIGH CLEARA	NFSR - NA	02	1.20		ML2 to ML1	open to closed	maintain for future access
793	9887X	9887X	2 - HIGH CLEARA	NFSR - NA	02	0.36		ML2 to ML1	open to closed	maintain for future access
499	9888A	9888A	1 - BASIC CUSTO	NFSR - NA	02	0.05	Vehicles 50 in Wide or Less	ML1 to ML1 and ATV	closed to open restricted	suggest keeping as dual-purpose ML 1 road and trail
1166	9888B	9888B	1 - BASIC CUSTO	NFSR - NA	02	0.84	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
1128	9888F	9888F	2 - HIGH CLEARA	NFSR - NA	02	1.34		ML2 to ML1	open to closed	maintain for future access

OBJECTID	ID	TEMP_ID	OPER_LEVEL	SYSTEM	DIST_NO	GIS MILES	PROP_MVUM	ML_CHANGE	ALLOW_USE_CHANGE	ENG_COMMENTS
1127	9888G	9888G	2 - HIGH CLEARA	NFSR - NA	02	0.29	Vehicles 50 in Wide or Less	ML2 to ML1 and ATV	open to open restricted	recreational value
609	9888J	9888J	2 - HIGH CLEARA	NFSR - NA	02	0.52		ML2 to ML1	open to closed	maintain for future access
1002	9888M	9888M	2 - HIGH CLEARA	NFSR - NA	02	2.22		ML2 to ML1	open to closed	maintain for future access
1016	9888P	9888P	2 - HIGH CLEARA	NFSR - NA	07	0.58	All Motorized Vehicles	ML2 Relocate		currently open and being used
1001	9888Q	9888Q	2 - HIGH CLEARA	NFSR - NA	02	0.48		ML2 to ML1	open to closed	maintain for future access
1154	9888U	9888U	2 - HIGH CLEARA	NFSR - NA	02	0.54		ML2 to ML1	open to closed	maintain for future access
977	9888V	9888V	1 - BASIC CUSTO	NFSR - NA	02	0.82	Vehicles 50 in Wide or Less	ML1 to ML1 and ATV	closed to open restricted	suggest keeping as dual-purpose ML 1 road and trail
1153	9888X	9888X	2 - HIGH CLEARA	NFSR - NA	02	0.75		ML2 to ML1	open to closed	maintain for future access
798	9889H	9889Ha	2 - HIGH CLEARA	NFSR - NA	07	0.12	Vehicles 50 in Wide or Less	ML2 to ML1 and ATV	open to open restricted	recreational value
799	9889H	9889Hd	2 - HIGH CLEARA	NFSR - NA	07	2.13		ML2 to DE	open to closed	unneeded
1262	9889I	9889I	2 - HIGH CLEARA	NFSR - NA	07	0.58		ML2 to DE	open to closed	unneeded
149	9889K	9889K	2 - HIGH CLEARA	NFSR - NA	07	0.57		ML2 to DE	open to closed	unneeded
1266	9889L	9889L	2 - HIGH CLEARA	NFSR - NA	07	2.41		ML2 to DE	open to closed	unneeded
528	9889M	9889M	2 - HIGH CLEARA	NFSR - NA	07	0.64		ML2 to DE	open to closed	unneeded
151	9889N	9889N	2 - HIGH CLEARA	NFSR - NA	07	0.48		ML2 to DE	open to closed	unneeded
150	9889R	9889R	1 - BASIC CUSTO	NFSR - NA	07	1.55		ML1 to DE		unneeded
203	9889U	9889U	2 - HIGH CLEARA	NFSR - NA	07	0.91		ML2 to DE	open to closed	unneeded
54	9889V	9889V	2 - HIGH CLEARA	NFSR - NA	07	0.75		ML2 to DE	open to closed	unneeded
47	9889Y	9889Y	2 - HIGH CLEARA	NFSR - NA	07	2.12		ML2 to DE	open to closed	unneeded
37	9890D2	9890D2	2 - HIGH CLEARA	NFSR - NA	07	0.77			open to admin only	maintain for future access
51	9890G1	9890G1	1 - BASIC CUSTO	NFSR	07	1.31	Vehicles 50 in Wide or Less	ML1 to ML1 and ATV	closed to open restricted	suggest keeping as dual-purpose ML 1 road and trail
941	9890G3	9890G3	2 - HIGH CLEARA	NFSR - NA	07	0.28		ML2 to DE	open to closed	unneeded
657	9890H	9890Hc	2 - HIGH CLEARA	NFSR - NA	07	0.03			open to admin only	maintain for future access
148	9890H	9890Hd	2 - HIGH CLEARA	NFSR - NA	07	0.50		ML2 to DE	open to closed	unneeded
1049	9890I	9890Ic	2 - HIGH CLEARA	NFSR - NA	07	0.12			open to admin only	maintain for future access
147	9890I	9890Id	2 - HIGH CLEARA	NFSR - NA	07	0.61		ML2 to DE	open to closed	unneeded
50	9890S	9890S	1 - BASIC CUSTO	NFSR	07	0.32	Vehicles 50 in Wide or Less	ML1 to ML1 and ATV	closed to open restricted	suggest keeping as dual-purpose ML 1 road and trail
49	9890X	9890X	1 - BASIC CUSTO	NFSR	07	1.10	Vehicles 50 in Wide or Less	ML1 to ML1 and ATV	closed to open restricted	suggest keeping as dual-purpose ML 1 road and trail
53	9890Y	9890Y	1 - BASIC CUSTO	NFSR	07	0.15	Vehicles 50 in Wide or Less	ML1 to ML1 and ATV	closed to open restricted	suggest keeping as dual-purpose ML 1 road and trail
650	9891C	9891C	1 - BASIC CUSTO	NFSR - NA	07	0.15		ML1 to DE		unneeded
1030	9891C1	9891C1	1 - BASIC CUSTO	NFSR - NA	07	0.37		ML1 to DE		unneeded
1244	9892E	9892E	2 - HIGH CLEARA	NFSR - NA	07	0.62		ML2 to DE	open to closed	unneeded
202	9892G	9892G	2 - HIGH CLEARA	NFSR - NA	07	1.04		ML2 to DE	open to closed	unneeded
911	9892G2	9892G2	2 - HIGH CLEARA	NFSR - NA	07	0.47			open to admin only	maintain for future access
408	9900L	9900L	2 - HIGH CLEARANCE VEHI		07	0.42		ML2 to DE	open to closed	unneeded
667	9900X	9900X	1 - BASIC CUSTO	NFSR - NA	07	0.49		ML1 to DE		unneeded
703	9901L	9901L	2 - HIGH CLEARA	NFSR - NA	07	0.23		ML2 to DE	open to closed	unneeded
239	9910Y	9910Y	1 - BASIC CUSTO	NFSR - NA	07	0.89	All Motorized Vehicles	ML1 to ML2		currently open and being used
647	9951	9951	1 - BASIC CUSTO	NFSR - NA	02	0.83	Vehicles 50 in Wide or Less	ML1 to ML1 and ATV	closed to open restricted	suggest keeping as dual-purpose ML 1 road and trail
169	9952	9952	1 - BASIC CUSTO	NFSR - NA	02	1.07	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
274	9965	9965	1 - BASIC CUSTO	NFSR - NA	02	2.09	Vehicles 50 in Wide or Less	ML1 to ML1 and ATV	closed to open restricted	suggest keeping as dual-purpose ML 1 road and trail
564	9976B	9976B	2 - HIGH CLEARA	NFSR - NA	02	2.21		ML2 to ML1	open to closed	maintain for future access
1035	9976G	9976G	1 - BASIC CUSTO	NFSR - NA	02	0.55	Vehicles 50 in Wide or Less	ML1 to ML1 and ATV	closed to open restricted	suggest keeping as dual-purpose ML 1 road and trail

OBJECTID	ID	TEMP_ID	OPER_LEVEL	SYSTEM	DIST_NO	GIS MILES	PROP_MVUM	ML_CHANGE	ALLOW_USE_CHANGE	ENG_COMMENTS
645	9976K	9976K	1 - BASIC CUSTO	NFSR - NA	02	1.11	Vehicles 50 in Wide or Less	ML1 to ML1 and ATV	closed to open restricted	suggest keeping as dual-purpose ML 1 road and trail
646	9976P	9976P	1 - BASIC CUSTO	NFSR - NA	02	1.77	Vehicles 50 in Wide or Less	ML1 to ML1 and ATV	closed to open restricted	suggest keeping as dual-purpose ML 1 road and trail
649	9976Q	9976Q	1 - BASIC CUSTO	NFSR - NA	02	0.83	Vehicles 50 in Wide or Less	ML1 to ML1 and ATV	closed to open restricted	suggest keeping as dual-purpose ML 1 road and trail
563	9977	9977	2 - HIGH CLEARA	NFSR - NA	02	0.95		ML2 to ML1	open to closed	maintain for future access
1006	9977C	9977C	1 - BASIC CUSTO	NFSR - NA	02	0.69	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
1144	9977H	9977H	1 - BASIC CUSTO	NFSR - NA	02	0.78	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
1146	9977Q	9977Q	1 - BASIC CUSTO	NFSR - NA	02	2.06	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
562	9978	9978	2 - HIGH CLEARA	NFSR - NA	02	1.03		ML2 to ML1	open to closed	maintain for future access
787	99A	99A	2 - HIGH CLEARA	NFSR - NA	02	1.23	Vehicles 50 in Wide or Less	ML2 to ML1 and ATV	open to open restricted	recreational value
110	99M	99Mc	2 - HIGH CLEARA	NFSR - NA	02	1.68		ML2 to ML1	open to closed	maintain for future access
109	99M	99Mo	2 - HIGH CLEARA	NFSR - NA	02	0.19		ML2 to ML1	open to admin only	maintain for future access
561	99N	99N	2 - HIGH CLEARA	NFSR - NA	02	0.45		ML2 to ML1	open to closed	maintain for future access
503	99Z	99Z	1 - BASIC CUSTO	NFSR - NA	02	0.33	All Motorized Vehicles	ML1 to ML2	closed to open	currently open and being used
672	9C	9C	1 - BASIC CUSTO	NFSR - NA	07	0.46	All Motorized Vehicles	ML1 to ML2		currently open and being used
1190	9D	9D	2 - HIGH CLEARA	NFSR - NA	07	0.43			open to admin only	maintain for future access
681	9H	9H	1 - BASIC CUSTO	NFSR - NA	07	0.10	All Motorized Vehicles	ML1 to ML2		currently open and being used
1195	AZ-273	AZ-273	4 - MODERATE D	SH - STAT	06	2.08		ML4 to DE	open to closed	not in NFS
934	new	atv 23	nonsystem		07	0.37	Vehicles 50 in Wide or Less	New ATV	new open restricted	recreational value
1067	new	atv 24	nonsystem		07	0.11	Vehicles 50 in Wide or Less	New ATV	new open restricted	recreational value
1068	new	atv 25	nonsystem		07	0.18	Vehicles 50 in Wide or Less	New ATV	new open restricted	recreational value
1070	new	atv 26	nonsystem		07	0.55	Vehicles 50 in Wide or Less	New ATV	new open restricted	recreational value
1071	new	atv 27	nonsystem		07	0.13	Vehicles 50 in Wide or Less	New ATV	new open restricted	recreational value
1072	new	atv 28	nonsystem		07	0.49	Vehicles 50 in Wide or Less	New ATV	new open restricted	recreational value
1073	new	atv 29	nonsystem		07	0.29	Vehicles 50 in Wide or Less	New ATV	new open restricted	recreational value
1074	new	atv 30	nonsystem		07	0.93	Vehicles 50 in Wide or Less	New ATV	new open restricted	recreational value
1079	new	atv 31	nonsystem		07	0.95	Vehicles 50 in Wide or Less	New ATV	new open restricted	recreational value
240	new	atv 32	nonsystem		07	0.78	Vehicles 50 in Wide or Less	New ATV	new open restricted	recreational value
1270	new	atv 33	nonsystem		07	0.61	Vehicles 50 in Wide or Less	New ATV	new open restricted	recreational value
1271	new	atv 34	nonsystem		07	6.37	Vehicles 50 in Wide or Less	New ATV	new open restricted	recreational value
603	new	atv 35	nonsystem		07	3.03	Vehicles 50 in Wide or Less	New ATV	new open restricted	recreational value
869	new	atv 36	nonsystem		07	0.76	Vehicles 50 in Wide or Less	New ATV	new open restricted	recreational value
873	new	atv 37	nonsystem		07	0.26	Vehicles 50 in Wide or Less	New ATV	new open restricted	recreational value
1114	new	atv 38	nonsystem		07	0.68	Vehicles 50 in Wide or Less	New ATV	new open restricted	recreational value
57	new	atv 39	nonsystem		07	0.18	Vehicles 50 in Wide or Less	New ATV	new open restricted	recreational value
899	new	atv 40	nonsystem		07	2.42	Vehicles 50 in Wide or Less	New ATV	new open restricted	recreational value
1287	new	atv 41	nonsystem		07	0.76	Vehicles 50 in Wide or Less	New ATV	new open restricted	recreational value
132	new	atv 42	nonsystem		07	1.71	Vehicles 50 in Wide or Less	New ATV	new open restricted	recreational value
968	new	new44	nonsystem		07	1.86	All Motorized Vehicles	UN to ML2	new open	
1077	new	new45	nonsystem		07	1.59	All Motorized Vehicles	UN to ML2	new open	
386	new	new46	nonsystem		07	1.97	All Motorized Vehicles	UN to ML2		
614	new	new47	nonsystem		07	0.28	All Motorized Vehicles	UN to ML2	new open	
623	new	new48	nonsystem		07	1.37	All Motorized Vehicles	UN to ML2		
1162	new	new49	nonsystem		07	1.58	All Motorized Vehicles	UN to ML2	new open	
1257	new	new50	nonsystem		07	0.57	All Motorized Vehicles	UN to ML2		
874	new	new51	nonsystem		07	0.80	All Motorized Vehicles	UN to ML2	new open	
1281	new	new52	nonsystem		07	1.04	All Motorized Vehicles	UN to ML2		
1282	new	new53	nonsystem		07	0.73	All Motorized Vehicles	UN to ML2		
1283	new	new54	nonsystem		07	0.64	All Motorized Vehicles	UN to ML2		

OBJECTID	ID	TEMP_ID	OPER_LEVEL	SYSTEM	DIST_NO	GIS MILES	PROP_MVUM	ML_CHANGE	ALLOW_USE_CHANGE	ENG_COMMENTS
1284	new	new55	nonsystem		07	0.21	All Motorized Vehicles	UN to ML2		
264		2 track 18	nonsystem		01	0.53		UN to ML2	open to admin only	
670		289	<Null>	NFSR - NA	06	1.51	All Motorized Vehicles	DE to ML2	open to open restricted	still exists and is being used
849		8057U	nonsystem	NFSR - NA	01	1.15	All Motorized Vehicles	DE to ML2		still exists and is being used
500		atv 1	nonsystem		02	3.74	Vehicles 50 in Wide or Less	New ATV	new open restricted	recreational value
101		atv 2	nonsystem		02	0.89	Vehicles 50 in Wide or Less	New ATV	new open restricted	recreational value
648		atv 9	nonsystem		02	1.10	Vehicles 50 in Wide or Less	New ATV	new open restricted	recreational value
275		atv43	nonsystem		02	0.42	Vehicles 50 in Wide or Less	New ATV	new open restricted	recreational value
11		new1	nonsystem		03	0.23	All Motorized Vehicles	UN to ML2		
409		new10	nonsystem		02	0.20	All Motorized Vehicles	UN to ML2	new open	
276		new100	nonsystem		06	0.52	All Motorized Vehicles	UN to ML2	new open	currently being used
332		new101	nonsystem		06	0.13	All Motorized Vehicles	UN to ML2	new open	currently being used
171		new11	nonsystem		02	0.59	All Motorized Vehicles	UN to ML2	new open	
1136		new12	nonsystem		02	0.43	All Motorized Vehicles	UN to ML2	new open	
114		new13	nonsystem		02	0.45	All Motorized Vehicles	UN to ML2	new open	
115		new14	nonsystem		02	1.05	All Motorized Vehicles	UN to ML2	new open	
116		new15	nonsystem		02	0.24	All Motorized Vehicles	UN to ML2	new open	
113		new16	nonsystem		02	0.15	All Motorized Vehicles	UN to ML2	new open	
952		new17	nonsystem		02	0.11	All Motorized Vehicles	UN to ML2	new open	
210		new18	nonsystem		02	0.27	All Motorized Vehicles	UN to ML2	new open	
979		new19	nonsystem		02	2.42	All Motorized Vehicles	UN to ML2	new open	
20		new2	nonsystem		03	1.77	All Motorized Vehicles	UN to ML2	new open	
976		new20	nonsystem		02	6.25	All Motorized Vehicles	UN to ML2	new open	
39		new21	nonsystem		03	0.23	All Motorized Vehicles	UN to ML2	new open	
818		new22	nonsystem		07	0.11	All Motorized Vehicles	UN to ML2		currently open and being used
154		new23	nonsystem		01	0.13	All Motorized Vehicles	UN to ML2	new open	
713		new24	nonsystem		01	0.08	All Motorized Vehicles	UN to ML2		
1090		new25	nonsystem		01	0.11	All Motorized Vehicles	UN to ML2		
1091		new26	nonsystem		01	0.10	All Motorized Vehicles	UN to ML2		
966		new27	nonsystem		06	0.15	All Motorized Vehicles	UN to ML2		
1022		new28	nonsystem		06	0.11	All Motorized Vehicles	UN to ML2		
324		new29	nonsystem		06	0.20	All Motorized Vehicles	UN to ML2	new open	
893		new3	nonsystem		03	0.42	All Motorized Vehicles	UN to ML2		
325		new30	nonsystem		06	0.43	All Motorized Vehicles	UN to ML2	new open	currently being used
326		new31	nonsystem		06	0.18	All Motorized Vehicles	UN to ML2	new open	currently being used
328		new32	nonsystem		06	0.74	All Motorized Vehicles	UN to ML2	new open	
1193		new33	nonsystem		06	0.89	All Motorized Vehicles	UN to ML2	new open	
1194		new34	nonsystem		06	0.69	All Motorized Vehicles	UN to ML2	new open	
732		new35	nonsystem		06	0.12	All Motorized Vehicles	UN to ML2	new open	currently being used
1200		new36	nonsystem		06	0.16	All Motorized Vehicles	UN to ML2		
1203		new37	nonsystem		06	0.23	All Motorized Vehicles	UN to ML2		
289		new38	nonsystem		06	0.03	All Motorized Vehicles	UN to ML2	new open	
819		new39	nonsystem		07	0.05	All Motorized Vehicles	UN to ML2		currently open and being used
464		new4	nonsystem		03	0.24	All Motorized Vehicles	UN to ML2		
462		new40	nonsystem		06	1.11	All Motorized Vehicles	UN to ML2	open to open restricted	
895		new41	nonsystem		06	0.18	All Motorized Vehicles	UN to ML2	new open	currently being used
1214		new42	nonsystem		06	0.51	All Motorized Vehicles	UN to ML2		
251		new43	nonsystem		06	0.42	All Motorized Vehicles	UN to ML2	new open	currently being used
3		new5	nonsystem		03	0.54	All Motorized Vehicles	UN to ML2		currently being used
801		new56	nonsystem		02	0.22	All Motorized Vehicles	UN to ML2	new open	
273		new57	nonsystem		06	0.25	All Motorized Vehicles	UN to ML2	new open	currently being used

OBJECTID	ID	TEMP_ID	OPER_LEVEL	SYSTEM	DIST_NO	GIS MILES	PROP_MVUM	ML_CHANGE	ALLOW_USE_CHANGE	ENG_COMMENTS
335		new58	nonsystem		06	0.32	All Motorized Vehicles	UN to ML2	new open	currently being used
336		new59	nonsystem		06	0.62	All Motorized Vehicles	UN to ML2	new open	currently being used
4		new6	nonsystem		03	0.15	All Motorized Vehicles	UN to ML2		
929		new60	nonsystem		07	0.16	All Motorized Vehicles	UN to ML2		currently open and being used
930		new61	nonsystem		07	0.11	All Motorized Vehicles	UN to ML2		currently open and being used
931		new62	nonsystem		07	0.09	All Motorized Vehicles	UN to ML2		currently open and being used
932		new63	nonsystem		07	0.30	All Motorized Vehicles	UN to ML2		currently open and being used
1274		new64	nonsystem		07	0.11	All Motorized Vehicles	UN to ML2		currently open and being used
790		new65	nonsystem		07	0.22	All Motorized Vehicles	UN to ML2		currently open and being used
337		new66	nonsystem		07	0.30	All Motorized Vehicles	UN to ML2		currently open and being used
338		new67	nonsystem		07	0.37	All Motorized Vehicles	UN to ML2		currently open and being used
339		new68	nonsystem		07	0.07	All Motorized Vehicles	UN to ML2		currently open and being used
340		new69	nonsystem		07	0.05	All Motorized Vehicles	UN to ML2		currently open and being used
1219		new7	nonsystem		03	0.13	All Motorized Vehicles	UN to ML2		currently open and being used
341		new70	nonsystem		07	0.10	All Motorized Vehicles	UN to ML2		currently open and being used
342		new71	nonsystem		07	0.15	All Motorized Vehicles	UN to ML2		currently open and being used
343		new72	nonsystem		07	0.10	All Motorized Vehicles	UN to ML2		currently open and being used
802		new73	nonsystem		07	0.06	All Motorized Vehicles	UN to ML2		currently open and being used
803		new74	nonsystem		07	0.09	All Motorized Vehicles	UN to ML2		currently open and being used
804		new75	nonsystem		07	0.11	All Motorized Vehicles	UN to ML2		currently open and being used
805		new76	nonsystem		07	0.10	All Motorized Vehicles	UN to ML2		currently open and being used
347		new77	nonsystem		07	0.15	All Motorized Vehicles	UN to ML2		currently open and being used
348		new78	nonsystem		07	0.09	All Motorized Vehicles	UN to ML2		currently open and being used
349		new79	nonsystem		07	0.23	All Motorized Vehicles	UN to ML2		currently open and being used
475		new8	nonsystem		03	0.85	All Motorized Vehicles	UN to ML2		
350		new80	nonsystem		07	0.06	All Motorized Vehicles	UN to ML2		currently open and being used
351		new81	nonsystem		07	0.07	All Motorized Vehicles	UN to ML2		currently open and being used
352		new82	nonsystem		07	0.09	All Motorized Vehicles	UN to ML2		currently open and being used
353		new83	nonsystem		07	0.05	All Motorized Vehicles	UN to ML2		currently open and being used
354		new84	nonsystem		07	0.19	All Motorized Vehicles	UN to ML2		currently open and being used
355		new85	nonsystem		07	0.14	All Motorized Vehicles	UN to ML2		currently open and being used
356		new86	nonsystem		07	0.39	All Motorized Vehicles	UN to ML2		currently open and being used
357		new87	nonsystem		07	2.04	All Motorized Vehicles	UN to ML2		currently open and being used
806		new88	nonsystem		07	0.04	All Motorized Vehicles	UN to ML2		currently open and being used
807		new89	nonsystem		07	0.05	All Motorized Vehicles	UN to ML2		currently open and being used
917		new9	nonsystem		02	0.93	All Motorized Vehicles	UN to ML2	new open	
808		new90	nonsystem		07	0.06	All Motorized Vehicles	UN to ML2		currently open and being used
809		new91	nonsystem		07	0.20	All Motorized Vehicles	UN to ML2		currently open and being used
810		new92	nonsystem		07	0.28	All Motorized Vehicles	UN to ML2		currently open and being used
811		new93	nonsystem		07	0.08	All Motorized Vehicles	UN to ML2		currently open and being used
812		new94	nonsystem		07	0.23	All Motorized Vehicles	UN to ML2		currently open and being used
813		new95	nonsystem		07	0.26	All Motorized Vehicles	UN to ML2		currently open and being used
814		new96	nonsystem		07	0.06	All Motorized Vehicles	UN to ML2		currently open and being used
815		new97	nonsystem		07	0.06	All Motorized Vehicles	UN to ML2		currently open and being used
816		new98	nonsystem		07	0.05	All Motorized Vehicles	UN to ML2		currently open and being used
817		new99	nonsystem		07	0.04	All Motorized Vehicles	UN to ML2		currently open and being used
192		trail 33	nonsystem		03	3.47	Vehicles 50 in Wide or Less	Existing Trail to ATV	new open restricted	currently being used
21		trail 470	nonsystem		03	1.93	All Motorized Vehicles	Existing Trail to ML2		currently being used
345		trail 568	nonsystem		03	2.12	All Motorized Vehicles	Existing Trail to ML2		currently being used
22		trail 707	nonsystem		03	2.38	All Motorized Vehicles	Existing Trail to ML2		currently being used

Travel Analysis
Recommended Route Changes

Apache-Sitgreaves National Forests
Alpine Ranger District

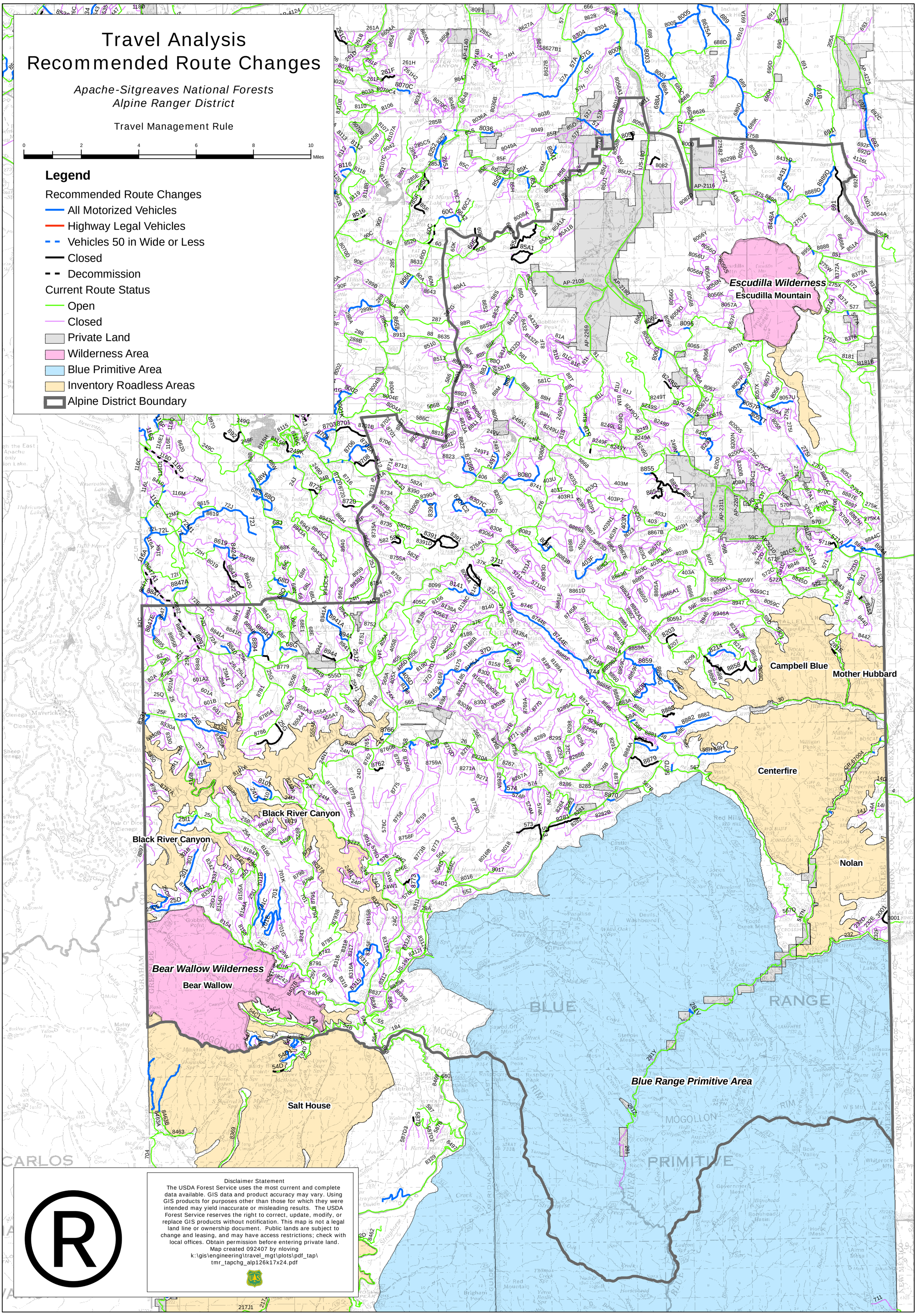
Travel Management Rule

0 2 4 6 8 10 Miles

Legend

Recommended Route Changes
- All Motorized Vehicles
- Highway Legal Vehicles
- Vehicles 50 in Wide or Less
- Closed
- Decommission

Current Route Status
- Open
- Closed
- Private Land
- Wilderness Area
- Blue Primitive Area
- Inventory Roadless Areas
- Alpine District Boundary



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Travel Analysis Recommended Routes for Decommissioning

Apache-Sitgreaves National Forests
Alpine Ranger District

Travel Management Rule

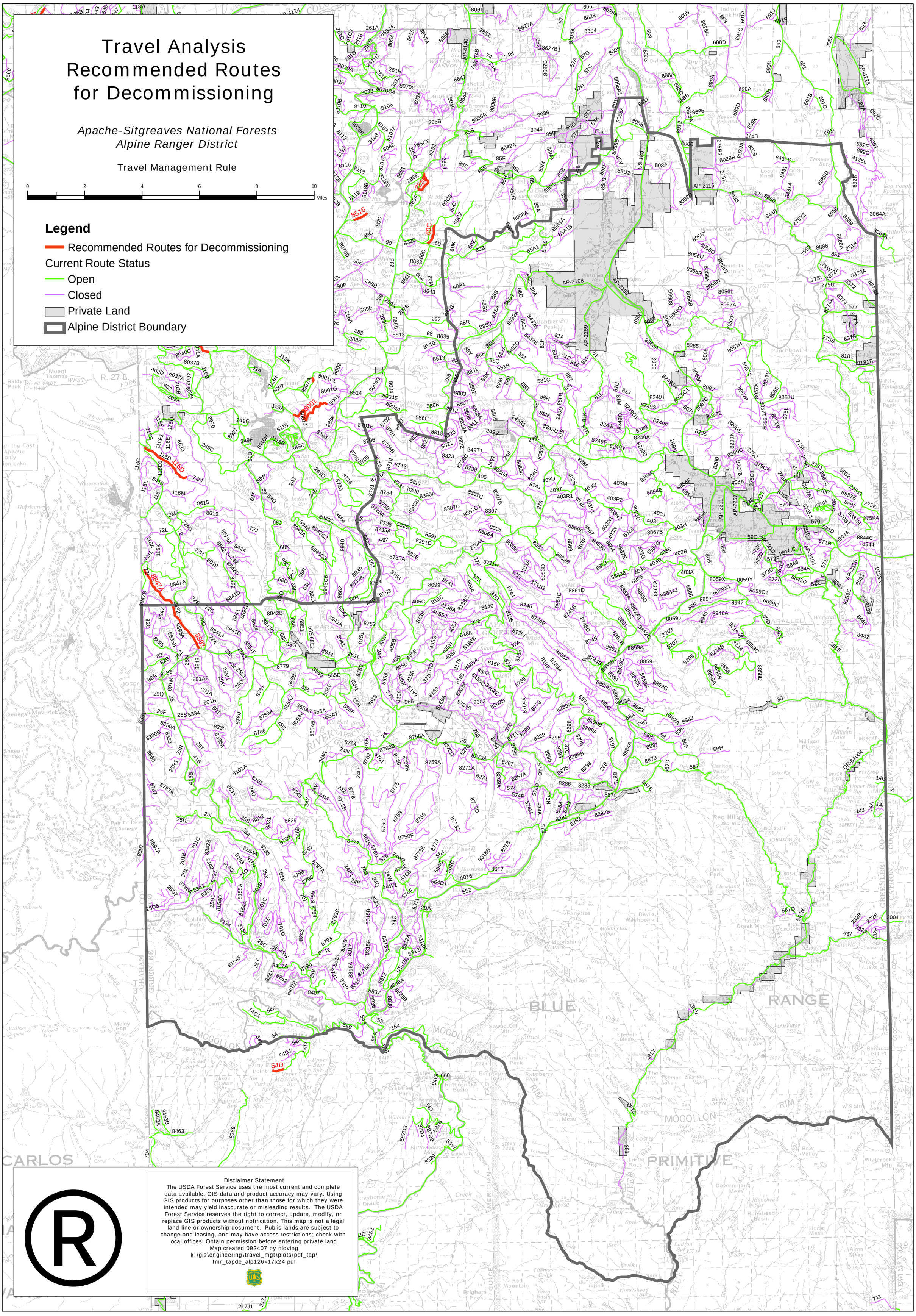
0 2 4 6 8 10 Miles

Legend

- Recommended Routes for Decommissioning

Current Route Status

- Open
- Closed
- Private Land
- Alpine District Boundary



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Travel Analysis
Recommended Route Changes

Apache-Sitgreaves National Forests
Black Mesa Ranger District

Travel Management Rule

0 2 4 6 8 10 Miles

Legend

Recommended Route Changes
- All Motorized Vehicles
- Highway Legal Vehicles
- Vehicles 50 in Wide or Less
- Closed
- Decommission

Current Route Status
- Open
- Closed
- Private Land
- Roadless Areas
- Black Mesa District Boundary

Leonard Canyon

Leonard Canyon

Chevelon Canyon

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Travel Analysis Recommended Routes for Decommissioning

Apache-Sitgreaves National Forests
Black Mesa Ranger District

Travel Management Rule

0 2 4 6 8 10 Miles

Legend

- Recommended Routes for Decommissioning

Current Route Status

- Open
- Closed
- Private Land
- Black Mesa District Boundary

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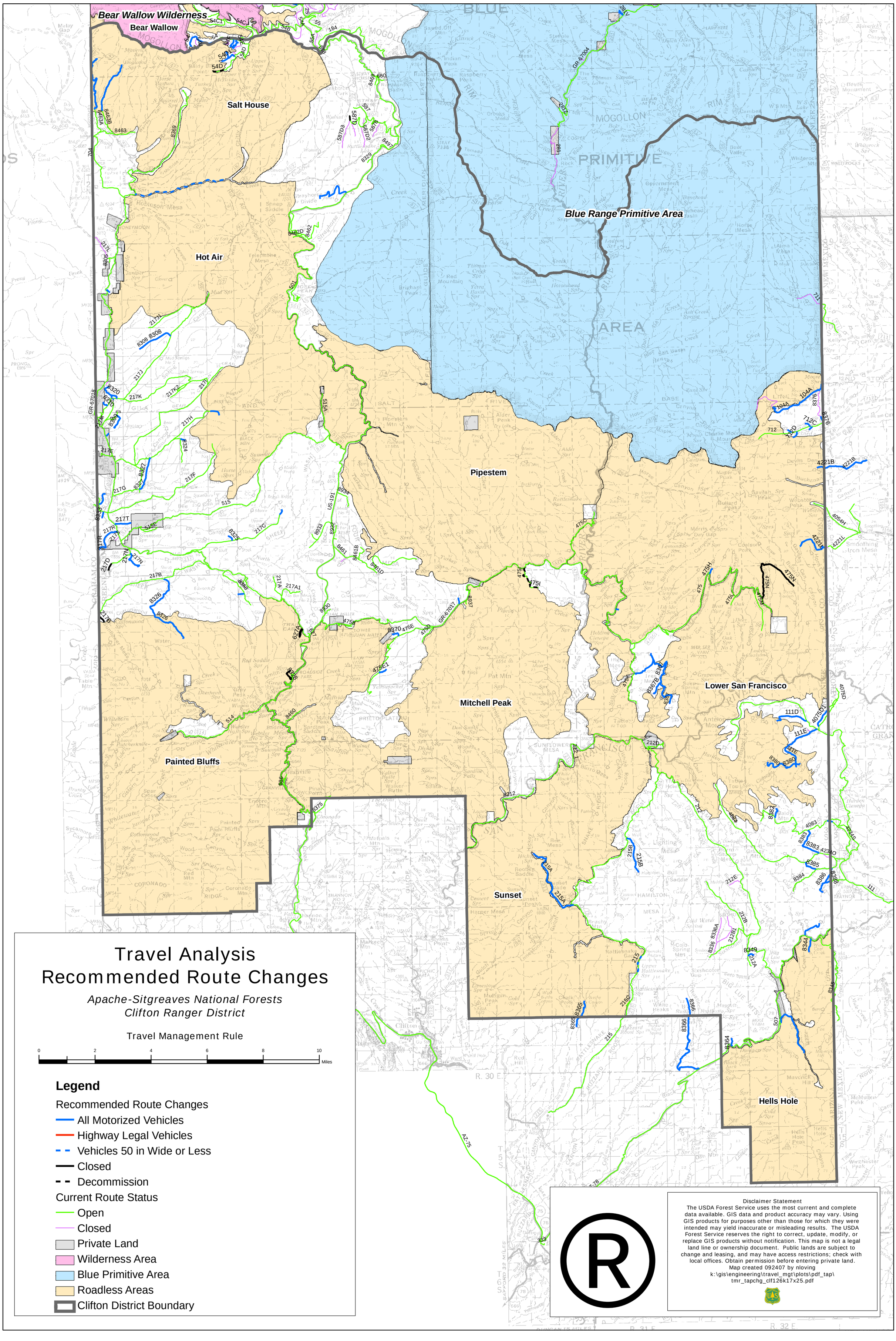
Bear Wallow Wilderness
Bear Wallow
Salt House
Hot Air
Blue Range Primitive Area
Pipestem
Mitchell Peak
Painted Bluffs
Lower San Francisco
Sunset
Hells Hole
Travel Analysis
Recommended Route Changes
Apache-Sitgreaves National Forests
Clifton Ranger District
Travel Management Rule
0 2 4 6 8 10 Miles
Legend
Recommended Route Changes
All Motorized Vehicles
Highway Legal Vehicles
Vehicles 50 in Wide or Less
Closed
Decommission
Current Route Status
Open
Closed
Private Land
Wilderness Area
Blue Primitive Area
Roadless Areas
Clifton District Boundary
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Travel Analysis Recommended Routes for Decommissioning

Apache-Sitgreaves National Forests
Clifton Ranger District

Travel Management Rule

0 2 4 6 8 10 Miles

Legend

- Recommended Routes for Decommissioning

Current Route Status

- Open
- Closed
- Private Land
- Clifton District Boundary

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Travel Analysis
Recommended Route Changes

Apache-Sitgreaves National Forests
Springerville Ranger District

Travel Management Rule

0 2 4 6 8 10 Miles

Legend

Recommended Route Changes
- All Motorized Vehicles
- Highway Legal Vehicles
- Vehicles 50 in Wide or Less
- Closed
- Decommission

Current Route Status
- Open
- Closed
- Private Land
- Wilderness Area
- Blue Primitive Area
- Springerville District Boundary

Mt Baldy Wilderness

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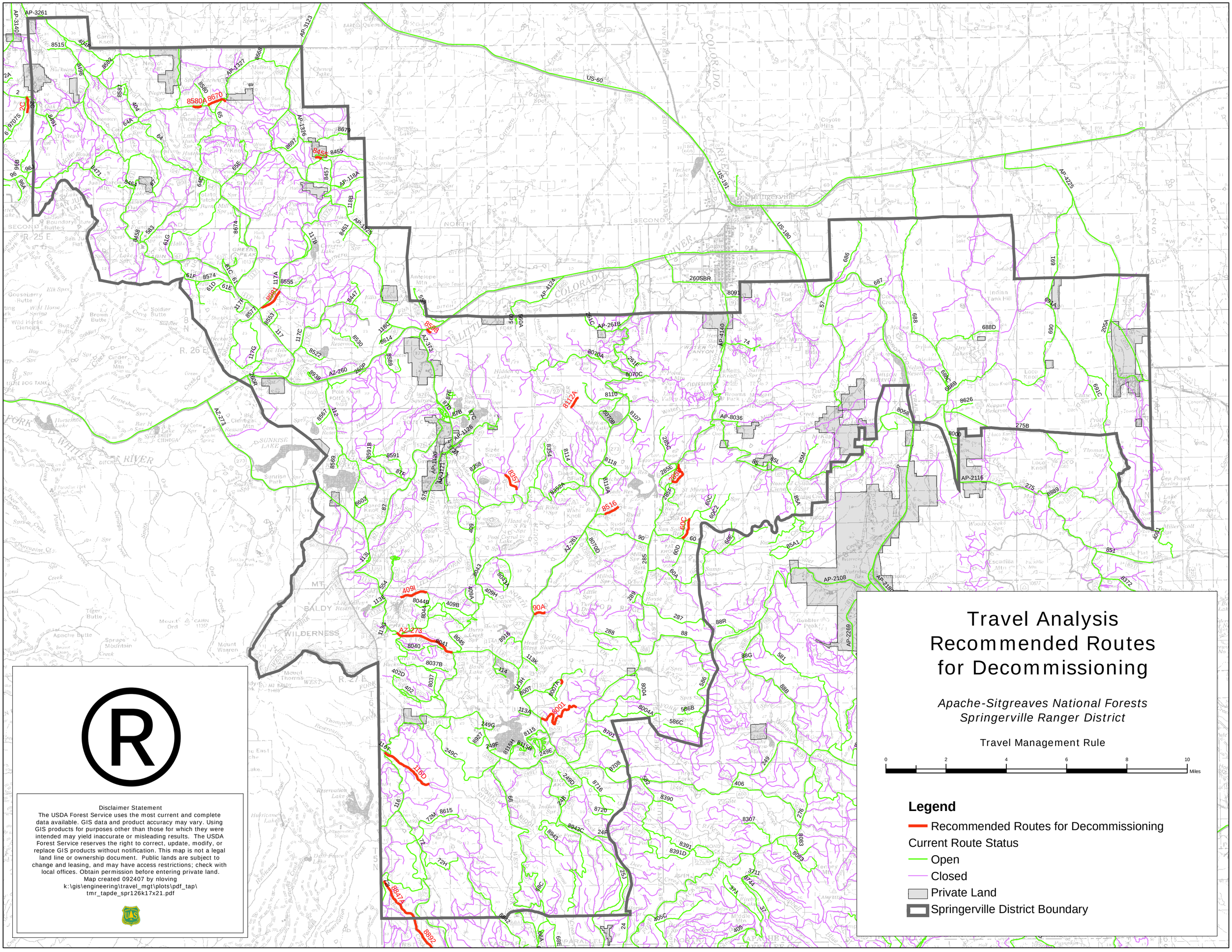
Travel Analysis
Recommended Routes
for Decommissioning
Apache-Sitgreaves National Forests
Springerville Ranger District
Travel Management Rule
0
2
4
6
8
10
Miles
Legend
Recommended Routes for Decommissioning
Current Route Status
Open
Closed
Private Land
Springerville District Boundary
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R
8580A
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8454
8661
8598
8112A
8257
8516
60C
409I
90A
AZ-273
8001
116D
8847A
8892
2C
US-60
US-180
US-191
AP-4225
AP-2116
AP-2108
AP-2269
AP-8036
AP-4140
AP-261B
AP-412A
AP-1326
AP-1327
AP-3123
AP-3261
AP-3140
AZ-373
AZ-260
AZ-261
BALDY
WILDERNESS
Springerville
260SBR

Travel Analysis
Recommended Route Changes

Apache-Sitgreaves National Forests
Lakeside Ranger District

Travel Management Rule

0 2 4 6 8 10 Miles

Legend

Recommended Route Changes
- All Motorized Vehicles
- Highway Legal Vehicles
- Vehicles 50 in Wide or Less
- Closed
- Decommission

Current Route Status
- Open
- Closed
- Private Land
- Lakeside District Boundary

R

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Travel Analysis Recommended Routes for Decommissioning

Apache-Sitgreaves National Forests
Lakeside Ranger District

Travel Management Rule

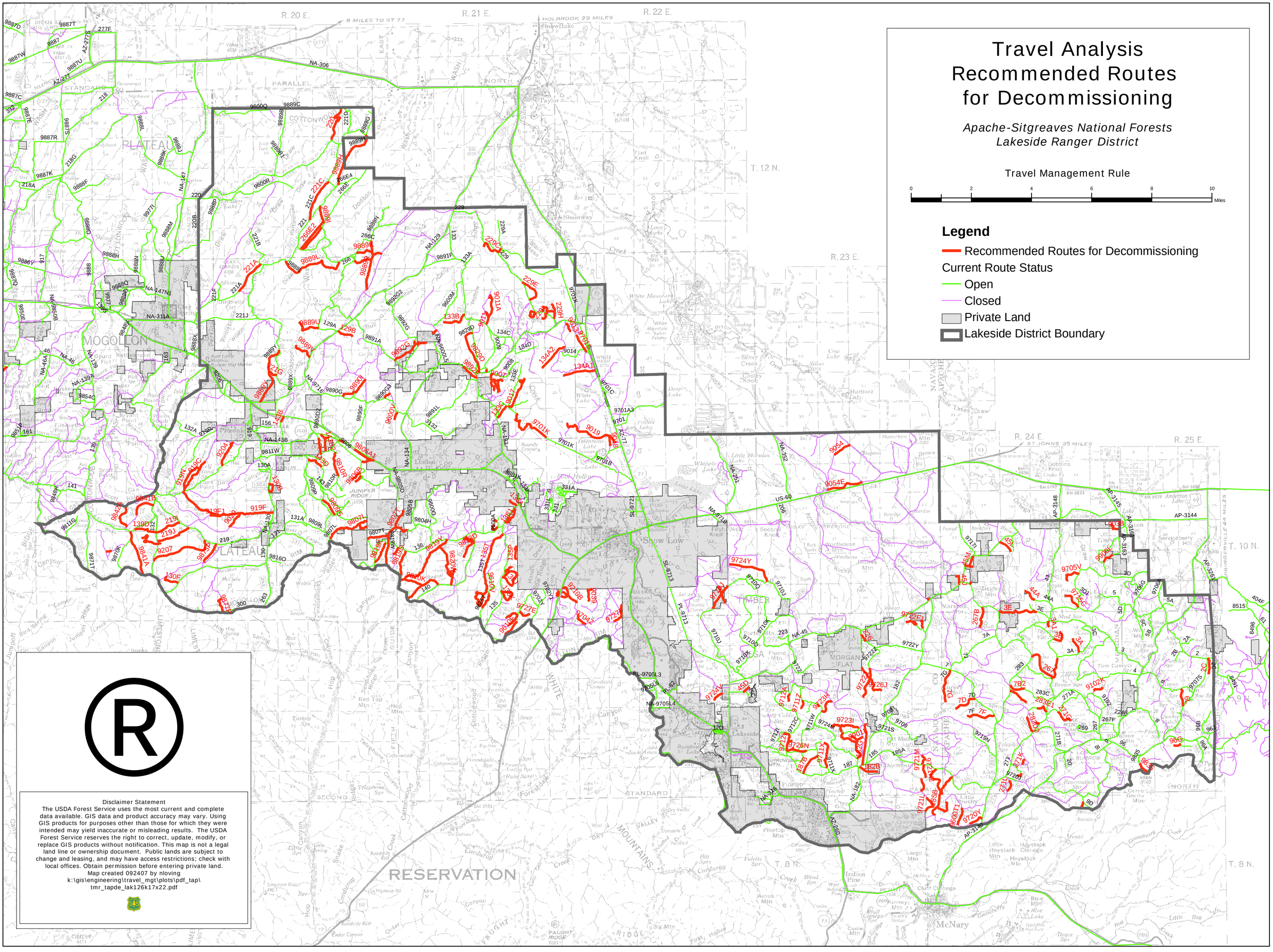
0 2 4 6 8 10 Miles

Legend

- Recommended Routes for Decommissioning

Current Route Status

- Open
- Closed
- Private Land
- Lakeside District Boundary



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Engineering Report:

Apache-Sitgreaves National Forests

Black Mesa Ranger District

Analysis of

National Forest System Roads (NFSRs)

#s <u>504</u> & <u>169</u>

for Motorized Mixed Use Designation

Forest: **Apache-Sitgreaves** District: **Black Mesa**

Road Number: **504** → Road Name: **Heber Mormon Crossing**

Road Number: **169** → Road Name: **Deer Lake**

Introduction: The Long Draw Off-Highway Vehicle (OHV) Route is located in the "Rim Country" of Arizona. Within the Black Mesa Ranger District of Apache-Sitgreaves National Forests, the loop route is approximately 25 miles south of Winslow and 8 miles north of Forest Lakes, in Arizona. The OHV route is comprised entirely of open NFS roads, including roads open only to highway legal vehicles and roads open to all motor vehicles. The study segments discussed in this report represent portions of the two roads in the loop legally open only to "highway legal vehicles" as defined by Arizona State Law. According to Black Mesa Ranger District personnel, the Long Draw OHV route was built in the early 1990's with Arizona state parks OHV grant funds. The Long Draw OHV route is advertised on multiple websites, including the AZ Game & Fish Department's OHV statewide trails website (available @ http://www.azgfd.gov/outdoor_recreation/arizona_ohv_trails_places.shtml). The following information about the route is included on the website:

> Located on the Mogollon Rim northeast of Payson. The route is a 30-mile loop starting at either Long Draw North Trailhead (Chevelon Crossing) or Long Draw South Trailhead (Chevelon Lake). The route is restricted to street-legal /licensed vehicles. Trailhead includes staging area, toilets and campsite facilities. Area has many shared use routes open for off-highway vehicle use, including snowmobile trails. Ponderosa Pine Forest. Generally all seasons, however, routes may be closed due to winter snow.

Study Segment road data from the forest transportation atlas:

169 road: Beginning Mile Post: **11.0** Ending Mile Post: **20.8 (end of route)**

504 road: Beginning Mile Post: **16.9** Ending Mile Post: **18.4**

The following information is applicable to both roads:

Traffic Service Level: ☐ A ☒ B ☐ C ☐ D

Objective Maintenance Level: ☐ 1 ☐ 2 ☒ 3 ☐ 4 ☐ 5

Operational Maintenance Level: ☐ 1 ☐ 2 ☒ 3 ☐ 4 ☐ 5

Maintenance by: **Forest Service (FS)**

Non-Forest Service ROW or jurisdiction? ☐ Yes ☒ No

Any road use agreements, maintenance agreements, or other encumbrances?

☐ Yes ☒ No

Description of agreements or encumbrances:

N/A

Subject to Highway Safety Act? ☒ Yes ☐ No

Non-highway-legal vehicles currently permitted? ☐ Yes ☒ No

Is motorized mixed use consistent with State and local laws? ☒ Yes ☐ No

Description of road management objectives (RMOs), existing use, and proposed use:

At this time, no RMOs have been provided to the motorized mixed use engineering analysis team. The Apache-Sitgreaves National Forests engineering department plans to reissue new RMOs upon a travel management designation decision, scheduled for 2009.

The 504 road is used as an arterial route connecting Heber with Winslow, via AZ-99. The 169 road receives less traffic and is generally used as a comfortable alternative route to NFSR 34 and NFSR 504. Both roads are posted with horizontal markers and enforced as open only to highway legal traffic. Both

roads can be closed in winter due to snowy and icy conditions.

The Black Mesa Ranger District, along with the Apache-Sitgreaves National Forests, are in the process of planning for designations related to allowed motor vehicles uses across the unit.

Generally, maintenance level 3 thru 5 roads have been enforced as open only to highway legal vehicles on the unit.

Summary of Findings:

Implementing the universal mitigation measures, especially improved signing and better communication, will reduce crash probability.

Road mitigation should be prioritized regardless of mixed use, along with implementing a comprehensive communication, management, and enforcement plan. Associated implementation costs will depend on the designated allowed use for the road.

In general, these roads receive less traffic than other facilities within the ranger district. These roads are maintained to a standard allowing efficient passenger car through traffic at speeds up to 35mph for prudent drivers on straightaways. Based on speeds and their associated high risk for crash severity, designating the roads as open only to highway legal vehicles would provide the lowest crash probability.

Factors Considered:

1. Operator considerations:

- The Black Mesa ranger district provides a black and white brochure with useful information about the area. Information including topics such as "Where can I ride?", ethics, area descriptions, and a map are included.
- All motor vehicle operators need to be cognizant of the applicable state laws, and how they pertain to each age group, vehicle type, and national forest system road classification (see next bullet).
- State ATV Regulations: Riders can be any age if under adult supervision. ATV's can be ridden without supervision at age16 if you are licensed. No formal training is required. Operators under age 18 are required wear a helmet and eye protection. For more information, see the AZ Game and Fish Department's "Guide to Arizona Off-Highway Vehicle Laws, Rules, and Regulations", available @ http://www.gf.state.az.us/pdfs/outdoor_recreation/ohv/atv_brochure.pdf
- Forest Supervisor order requires that motor vehicles operated on horizontally

signed roads be street legal.

- Forest Supervisor order prohibits motor vehicle operation on roads closed by gates, barricades, berms, and/or signs.
- The current use on NFSRs 504 and 169 appears to be consistent with state law and forest policy for operational maintenance level 3 roads.
- The roads receive a variety of motorized traffic, including ATVs, RVs, pickups, trailers, and UTVs.
- The two trailheads are located at campgrounds that can only be accessed with highway legal vehicles from the main OHV loop.
- The 169 is generally well maintained, receives less traffic than NFSR 504, and provides a more comfortable ride than NFSR 504.
- NFSR 504 receives more thru traffic and also has sections of high crash severity due to steep embankments and sharp turns.
- *A quote from an OHV user found on* http://www.ridingarizona.com: "The way I am reading the forest restrictions, you would need to be street legal to ride in just about all of the National Forests. Things are getting closed down pretty quick at this time and only main forest roads are open for traffic."
- *Another quote from* http://www.ridingarizona.com: "The Chevelon/Heber Ranger District, located on the Mogollon Rim north east of Payson, offers many OHV opportunities. The Long Draw OHV Route is a 30 mile loop trail system starting at either the Long Draw North Trailhead (Chevelon Crossing) or the Long Draw South Trailhead (Chevelon Lake). The trailhead includes staging areas, toilets and campsite facilities that have been made possible through State OHV Fund grants. There are many other shared use roads open for OHV use and several snowmobile trails in this area."
- A final quote from the internet user community: "In Holbrook, the ATV enthusiast will have the opportunity to enjoy their sport at Long Draw OHV Route. To get to Long Draw OHV Route exit I-40 at the Highway 77 exit to travel to the entrance of Long Draw OHV Route located off Highway 377. Long Draw OHV Route, located in the Apache-Seagraves National Forest, Black Mesa Ranger District offers ATV enthusiasts a 30-mile loop as well as a staging area, toilets and campsites. For more information, contact the Black Mesa Ranger District at 928-535-4481." *From the article "Route 66 Plus ATVs in Arizona: The Perfect Vacation?", found at* http://www.associatedcontent.com/article/30017/route_66_plus_atvs_in_arizona.html

2. Crash history:

At this time, the R3 motorized mixed use engineering analysis team has not received any documented crash history. Based on discussions with the local FS ranger district, the area generally receives less traffic than other areas due to the remoteness and distance from major metropolitan areas.

3. Traffic volume and type:

Non-highway-legal vehicles:
☐ < 12 inch tread width ☐ < 50 inch tread width ☐ >50 inch tread width

Highway-legal vehicles:
☒ < 12 inch tread width ☒ < 50 inch tread width ☒ >50 inch tread width

☒ Passenger cars ☒ Commercial vehicles ☒ Recreation vehicles (RV's)

Vehicle distribution from a 2-hour study, beginning Thursday 8/2/07 @ 1300 and ending @ 1500

Passenger cars: 3

ATVs: 2

* Traffic counters in place 8/8/07 to 8/16/07. Awaiting results.

4. Speed - Anticipated average speed (85th percentile):

Tentatively 40mph based on observation and engineering judgment.

5. Road surface type:

NFSR 169: aggregate

NFSR 504: improved native material

6. Intersections with other roads and trails:

The study segments connect with a variety of lower standard roads. Some of these are included as part of the Long Draw OHV route. The sight distance at these intersections rate fair to good; however, the signing highlighting these junctions does not meet Manual on Uniform Traffic Control Devices (MUTCD) standards for highway safety act roads.

7. Other roadway factors:

- Roadway alignment was adequate for the assigned maintenance level; however, the steep and windy geometry of the NFSR 504 segment was much different than the straightaways encountered on the NFSR 169 segment.
- A traffic engineering study was recently completed for the 504 road and signing should be installed accordingly by the end of 2007.
- The traveled way on NFSR 169 goes from a double-lane width at the southern end of the study segment to a single-lane with turnouts design at the northern end of the segment.
- The portion of NFSR 504 in the study is generally a single-lane road.
- Summer and fall seasons will experience peak use, winter and spring can bring snowy and icy conditions along with snowmobile traffic.

8. Roadside conditions:

- Route identification markers, regulatory signs, and warning signs generally meet the standards in MUTCD. Recreation signing associated with the Long Draw OHV route generally does not meet the required roadway standards, and can pollute a clear message to roadway vehicle operators.
- There were numerous “no atv” stickers placed on FS signs in the study segments. This vandalism can confuse vehicle operators driving the roads being studied (see photos section).

9. Risk without mitigation:

NFSR 504:

Crash probability: ☐ High ☐ Med ☒ Low

Crash severity: ☒ High ☐ Med ☐ Low

Crash probability was assessed as low based on:

- Rates of speed, traffic volume, signing.

Crash severity was assessed as medium based on:

- Roadway geometry (steep embankments), difference in vehicle sizes, difference in speeds of OHVs and full-size passenger vehicles.

NFSR 169:

Crash probability: ☐ High ☐ Med ☒ Low

Crash severity: ☒ High ☐ Med ☐ Low

Crash probability was assessed as low based on:

- Traffic volume, good alignment, adequate sight distance, signing, communication.

Crash severity was assessed as high based on:

- Rates of speed, difference in vehicle sizes, difference in speeds of OHVs and full-size passenger vehicles.

Alternatives and Mitigation Measures:

For all situations, the following mitigation measures apply:

- Clear communication and education to the visitors on allowed uses, safe motor vehicle use, and natural resources (informational signing and kiosks, maps, website, etc.).
- Reduce “sign pollution”. Separate cluttered signing and avoid unnecessary items.
- Clear brush and shape cut-slopes along NFSR 504 to improve sight distance.

- Upgrade all signing on NFSR 504 and NFSR 169 to MUTCD standard, including recreation signing placed along the roadways.
- Cleanup and eliminate vandalism stickers that can confuse forest visitors using the area.
- Combine the appropriate enforcement measures with the allowed uses for the road.
- Educate law enforcement personnel on state laws; coordinate with other agencies to improve enforcement consistency.
- Utilize a monitoring program to better determine the appropriate management strategy for the types of use, new technologies, changes in visitor demands, and resource protection measures.

In addition, these mitigation measures would apply to the following alternatives. Although the following alternatives are not comprehensive for the situation, they represent the most likely and/or practical options based on engineering judgment.

Alternative 1: Designate the roads as "open to highway legal vehicles only". Continue to maintain the road in accordance with maintenance level 3 standards.

- Upgrade all roadway signing to MUTCD standards.
- Consider designing new trails, a new trailhead, and/or a new camping area to provide better opportunities for non-highway legal traffic to access the OHV loop. Adjacent maintenance level 1 and 2 roads could be used as motorized trails to accommodate non-highway legal vehicles.

Alternative 2: Designate the roads as "open to all motor vehicles", including highway legal and non-highway legal vehicles. Continue to maintain the road in accordance with maintenance level 3 standards.

- Recognize that this situation would pre-empt state law.
- Install additional "share the road" signing to inform the public of the variable traffic and operator experience that can occur on the route.

Alternative 3: Designate the roads as "open to all motor vehicles", including highway legal and non-highway legal vehicles. Downgrade the road segments in accordance with maintenance level 2 standards.

- Based on the quality of the roads, the costs to downgrade, and the amount of thru traffic, this option is not practical at this time.

Final Comments:

Generally, national forest system trails should not be established on open national forest system roads. When this does occur, an effective communication and monitoring plan is critical to help address potential user conflicts and associated public safety concerns.

The available information related to the Long Draw OHV route attempts to address the complexities of allowed use. It is important that the signing on national forest system roads be consistent with the information provided to the public and that the signing conforms to the standards presented in the FS sign and poster guidelines (available @ http://fsweb.wo.fs.fed.us/eng/roads_trails/signs_05/index.htm). Maintaining proper trail signing on an open NFS road can present a challenge to those charged with implementing a meaningful sign plan that clearly conveys the managed allowed use.

In addition, roads managed under the highway safety act, including the study segments here, must comply with the standards in the MUTCD (available @ http://mutcd.fhwa.dot.gov/).

Maps & Photos:

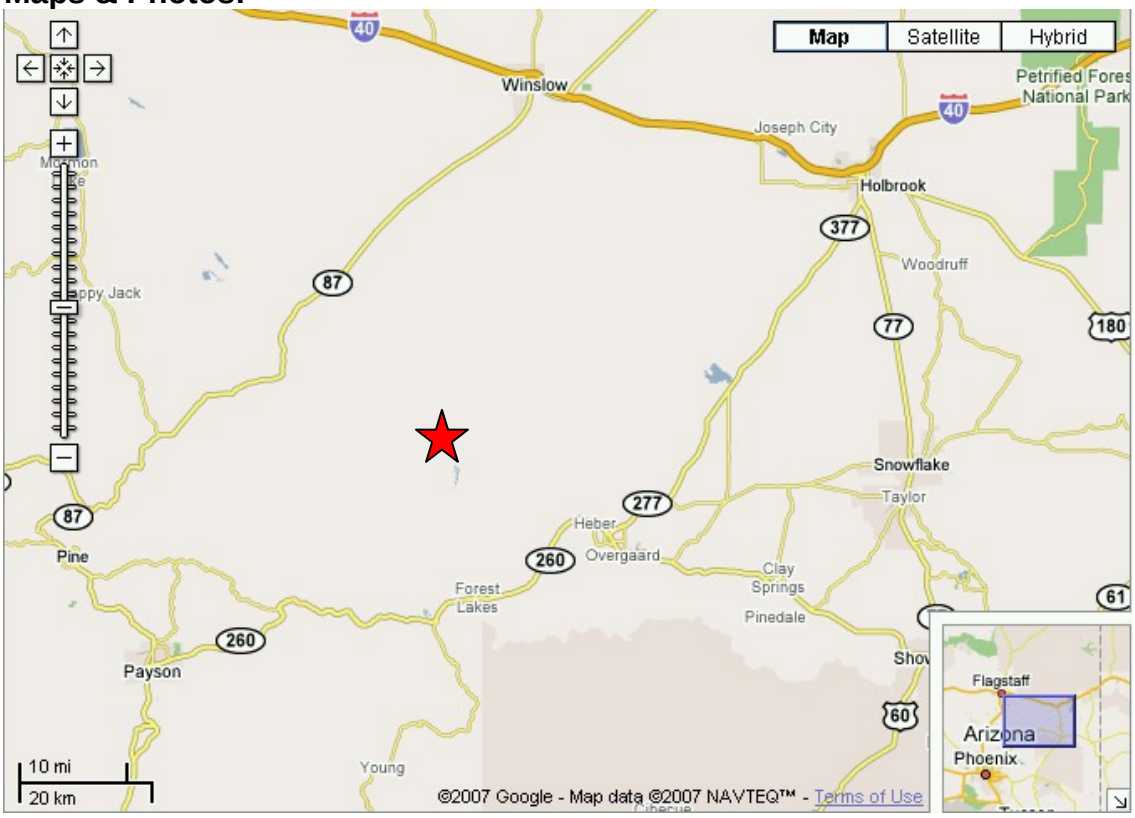

Figure 1: Vicinity map of study roads.

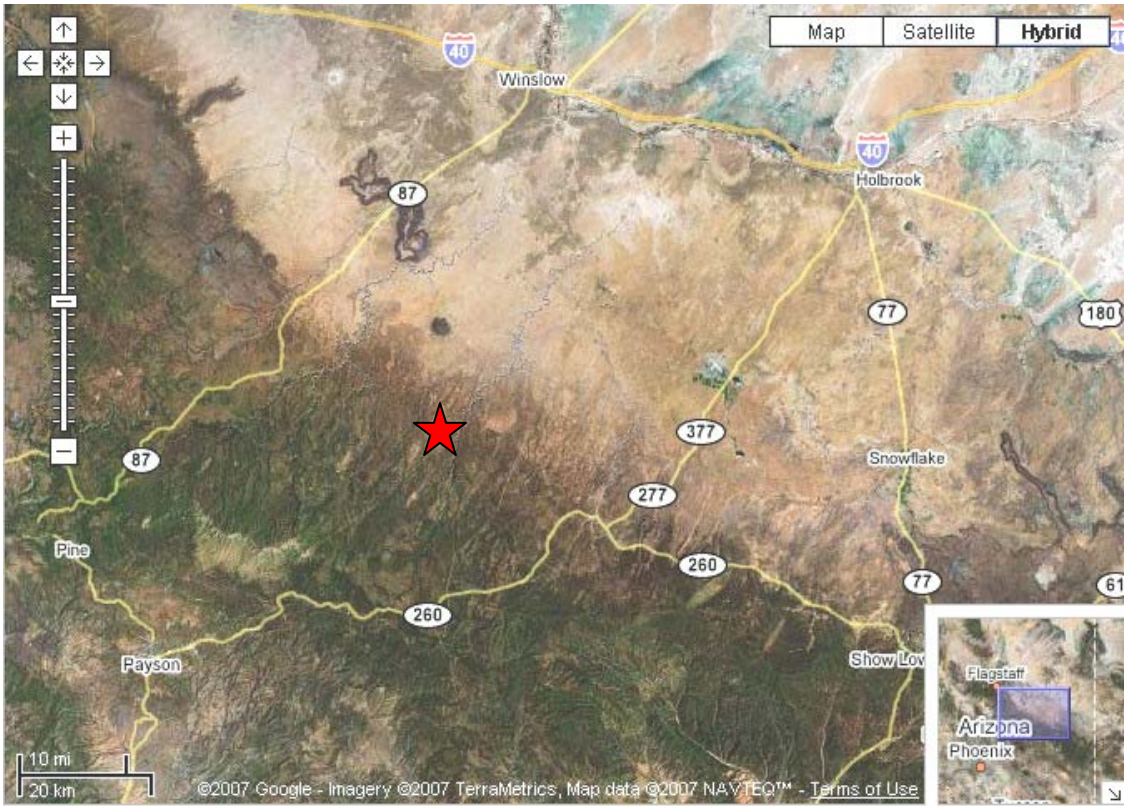

Figure 2: Hybrid image map of study roads.

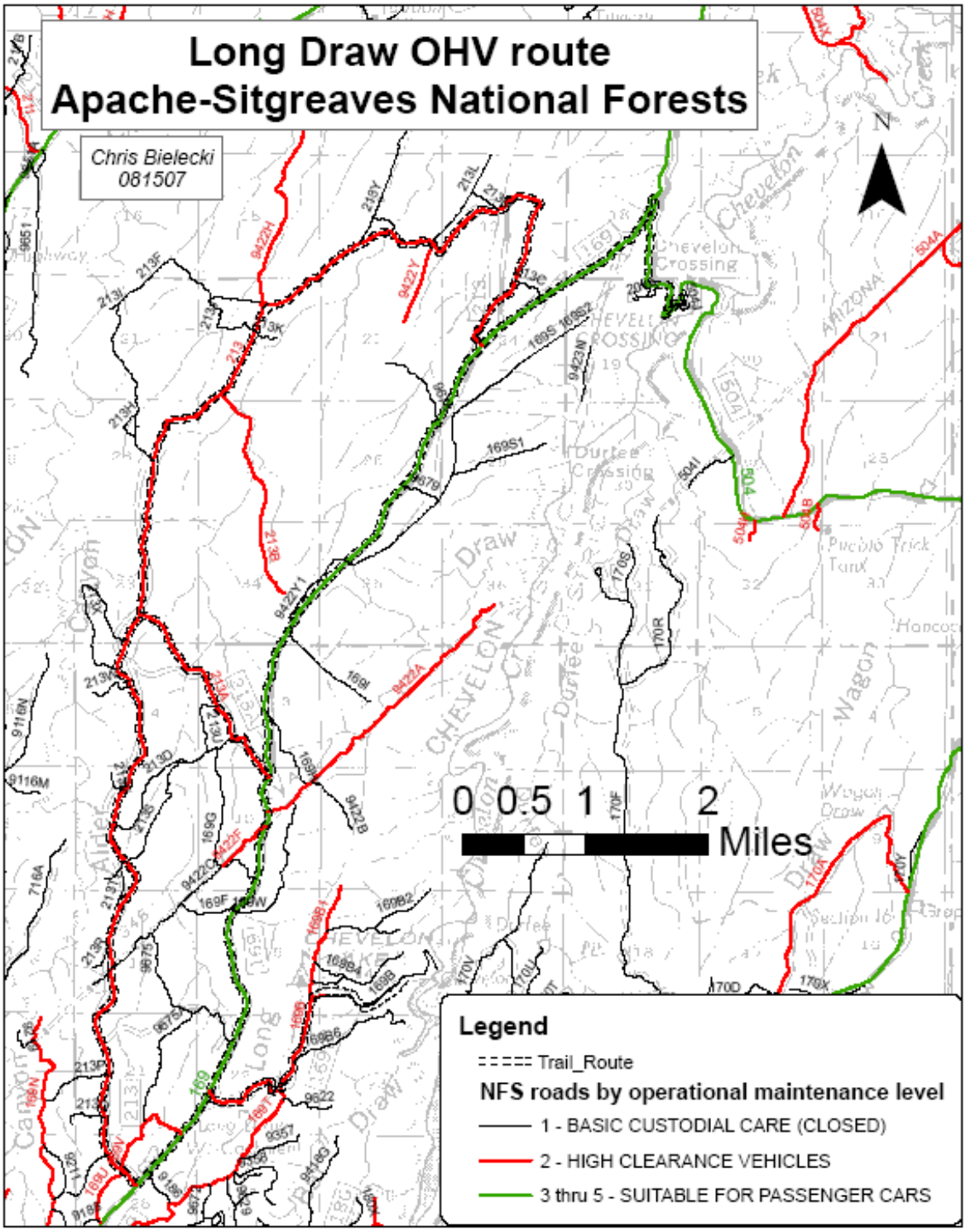

Figure 3: Long Draw OHV route system map.

Figure 4: NFSR 504 at intersection with Chevelon Canyon campground.

Figure 5: NFSR 169 straightaway.

Figure 6: Confusing road signs on NFSR 169.

Figure 7: Curve along NFSR 504, above Chevelon Canyon.

Figure 8: Intersection with NFSR 169 and NFSR 213.

Figure 9: Drop-off shoulder on NFSR 504.

Figure 10: Detail of drop-of shoulder, NFSR 504.

8/15/07

Signature (Qualified Engineer) Date
John Elmquist
Regional Road Operation and Maintenance Engineer

8/15/07

Signature (Qualified Engineer) Date
Rex Null
Gila NF Road Manager

8/15/07

Signature (Qualified Engineer) Date
Chris Bielecki
A/S NF Transportation Engineer