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Hiawatha National Forest Forest-wide Travel Analysis Report



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Rapid River/Manistique Ranger District
Sault Ste. Marie Ranger District
St. Ignace Ranger District

Hiawatha National Forest
Michigan

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Executive Summary

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

The outcome of the TAP is a list of potential opportunities to change how certain parts of the Forest transportation system are managed to address administrative and public issues and interests. A thorough travel analysis informs subsequent National Environmental Policy Act (NEPA) decisions, allowing individual road-related projects to be more site-specific and focused, while still addressing cumulative impacts associated with the entire transportation system.

On November 13, 2013, the working group assigned to this project met to discuss the TAP. After reviewing the 2003 Roads Analysis Report (RAP) for this unit, and, considering available resources, it was determined that the appropriate scope of analysis was all roads within the Hiawatha National Forest (HIF or "Forest") Road System (USDA Forest Service 2003a). The analysis period is set at a ten-year outlook on needs, desires, effects and implications.

Analysis Performed

Study teams, an East Zone Team and a West Zone Team, of Forest Service resource specialists were assembled to evaluate routes based upon localized, site-specific resource risks, e.g., potential impacts to cultural resources and wildlife habitat, and benefits, e.g., administrative needs, access to facilities, recreational opportunities. The teams conducted a science-based study to:

- Analyze each unit's road system in connection with environmental, financial and social risks and benefits and
- Identify road opportunities that can approach a fiscally sustainable road system.

The teams used a "Graphical User Interface (GUI)," a computer system that provides a picture-oriented way to interact with complex geographic information systems and advanced computing technology. The GUI incorporates available geospatial data and analytical tools. The teams used their interdisciplinary knowledge combined with the GUI tool to assist in gathering data relevant to questions about key issues.

Summary of Issues

Using the GUI and public input responsible officials considered ten key issues associated with the HIF's road system. Those ten issues included access, road maintenance, wildfire hazards, terrestrial and aquatic invasive species, heritage, wildlife, recreation, watershed, vegetation management, and soils.

Summary of Recommended Actions Responding to Issues

Based on the issues and the GUI, the teams provided initial recommendations on whether to decommission a road, change the operational maintenance level of a road, convert a road to a trail or relocate a road. The teams also made initial recommendations on whether to share maintenance of the road with another entity or transfer jurisdiction to another entity, such as the

County. The responsible officials looked at those initial recommendations and the data when developing the final recommendations from the TAP.

Key Results and Findings

The study teams evaluated a total of 5,427 routes totaling about 3,273 miles for the HIF, divided into Ranger Districts as depicted in Table 14.

Table 1. Existing and recommended road mileage and costs by RD.

Existing Roads Maintenance Level	Cost of Existing Roads (NRM)		Cost of Recommended Roads (TAP GIS)	
	Miles*	Costs	Miles*	Costs
Munising RD				
ML 1 Road – Basic Custodial Care (Closed)	228	28,500	127.5	15,938
ML 2 Road – High Clearance Vehicles	424.4	636,600	361.2	541,800
ML 3 Road – Suitable for Passenger Vehicles	37.7	173,420	28.2	129,720
ML 4 Road – Moderate Degree of User Comfort	45.2	253,120	34.1	190,960
ML 5 Road – High Degree of User Comfort	12.3	98,400	10.8	86,400
Subtotal	747.6	1,190,040	561.8	964,818
Rapid River/Manistique RD				
ML 1 Road – Basic Custodial Care (Closed)	277.0	34,625	164.0	20,500
ML 2 Road – High Clearance Vehicles	896.1	1,344,150	683.2	1,024,800
ML 3 Road – Suitable for Passenger Vehicles	60.6	278,760	54.1	248,860
ML 4 Road – Moderate Degree of User Comfort	107.6	602,560	79.1	442,960
ML 5 Road – High Degree of User Comfort	8.2	65,600	8.2	65,600
Subtotal	1349.5	2,325,695	988.6	1,802,720
Sault Ste. Marie RD				
ML 1 Road – Basic Custodial Care (Closed)	120.5	15,063	82.0	10,250
ML 2 Road – High Clearance Vehicles	504.3	756,450	429.0	643,500
ML 3 Road – Suitable for Passenger Vehicles	67.3	309,580	55.6	255,760
ML 4 Road – Moderate Degree of User Comfort	78.0	436,800	64.7	362,320
ML 5 Road – High Degree of User Comfort	6.2	49,600	6.2	49,600
Subtotal	776.3	1,567,493	637.5	1,321,430
St. Ignace RD				
ML 1 Road – Basic Custodial Care (Closed)	165.2	20,650	117.4	14,675
ML 2 Road – High Clearance Vehicles	128.8	193,200	100.0	150,000
ML 3 Road – Suitable for Passenger Vehicles	61.1	281,060	56.6	260,360
ML 4 Road – Moderate Degree of User Comfort	34.3	192,080	34.3	192,080
ML 5 Road – High Degree of User Comfort	9.6	76,800	8.7	69,600
Subtotal	399.0	763,790	317	686,715
Total	3272.5	5,847,018	2505.1	4,775,683

*Mileages derived from current GIS data (August 2015). Costs are based on 2015 Region 9 rounded average road maintenance costs.

The teams recommended the decommissioning of 767 miles of road for an estimated annual savings of \$1,071,335. However, the annual average budget of \$1,836,000 will not be sufficient for the estimated annual cost of maintenance and construction of the remaining roads, which totals \$4,775,683. According to Forest Engineer Greg Gardner, annual costs for ML 1 and 2 roads would be less than the Region 9 average road maintenance costs.

Regardless of the overestimation, the annual budget is projected to be insufficient for road construction and maintenance needs. The study teams did an in-depth evaluation of the Forest system roads to achieve a minimum road system. The Forest needs roads to manage the landscape, get products to market, access recreation sites, manage hazardous fuels and prepare for potential wildfire.

To lower road construction and maintenance costs, the study teams made recommendations for transferring the jurisdiction or at least sharing maintenance for several ML 3, 4 and 5 roads currently accessing larger populations or developments to the County for leadership to consider. They also recommended transferring the jurisdiction of one or two roads to one of the tribes. In addition to the decommissioning of 767 miles of roads, it was recommended to change the maintenance level on several roads that are not being maintained to the standard necessary to achieve that maintenance level.

A strategy will need to be developed to better take advantage of alternative sources of funding, such as stewardship contracting and timber sales. Eventually, Good Neighbor Authority agreements could be explored as another alternative source of funding for road maintenance needs.

How the Report Will Be Used

The TAP results will assist the HIF in addressing issues related to the size of the transportation system, allowing the HIF to cost effectively maintain a minimum road system. It will be used to inform future analyses, decisions, and specific actions. The information and recommendations in this TAP represent the best available information at this time.

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Step 1: Setting up the Analysis

Purpose

The purpose of this section is to:

- Identify an interdisciplinary study team and the specialties relevant to the intended analysis
- Identify the scope of the analysis (i.e. all operational maintenance levels 1-5 under FS jurisdiction, any roads not under FS jurisdiction, user-created non-system roads, motorized trails, etc...)
- Identify the appropriate scale of the analysis and why (administrative unit, Ranger District [RD], watershed, Forestwide)
- Identify the appropriate depth of travel analysis
- Describe how the Forest integrated travel analysis with any other watershed analysis or landscape scale assessments

Roles of Specialists

Study teams of Forest specialists and specialists were assigned to the TAP. The team members and their primary analysis role are listed below:

Resource	Name	Role
Supervisor's Office		
Acting Forest Supervisor	Richard Periman	Deciding Official
Forest NEPA Planner	Ginger Molitor	Co-Team Leader
Forest Engineer	Joe Hallenbeck, Jr.	Co-Team Leader
Forest GIS Coordinator	Sam Adams	GIS Technical Specialist
Public Information Officer	Janel Crooks	Public Information Officer
Forest Silviculturist	Tim Baker	Team Advisor and Member
Forest Archaeologist	Eric Drake	Team Member
Civil Engineering Technician	Mary Clement	Team Member (West Zone)
GIS Specialist	Kaleb Buesing	GIS assistant
East Zone (Sault Ste. Marie and St. Ignace RDs) Study Team		
St. Ignace and Sault Ste. Marie Districts Ranger	Robert West	Deciding Official
Silviculturist	Marjorie Allmaras	Team Member
Zone Fire Management Officer	Brenda Dale	Team Member
Hydrologist	Danding Gan	Team Member
Supervisory Engineering Technician	Ken Guillard	Team Member
Recreation Program Manager	Lyn Hyslop	Team Member
Civil Engineering Technician	Jenny Piggott	Team Member

East Zone (Sault Ste. Marie and St. Ignace RDs) Study Team continued		
Timber Management Assistant	Martha Sjogren	Team Member
Wildlife Biologist	Steve Sjogren	Team Member
Recreation Technician	Patty Ver Wiebe	Team Member
Law Enforcement Officer	Joe Orsini	Team Member
West Zone (Munising and Rapid River/Manistique RDs) Study Team		
Munising District Ranger	Charles Marsh	Deciding Official
Rapid River/Manistique District Ranger	Joanne Sanfilippo	Deciding Official
Fisheries Biologist	Mark Ammerman	Team Member
Wildlife Biologist	Matt Cole	Team Member
Botanist	Deborah LeBlanc	Team Member
Silviculturist	James McFarland	Team Member
Timber Management Assistant	Matt McGiffin	Team Member
Recreation Program Manager	Anne Okonek	Team Member
Zone Fire Management Officer	Eric Rebitzke	Team Member
Hydrologist	Mark Sommer	Team Member
Law Enforcement Officer	Dave Tembreull	Team Member

Project Scope and Scale

The scope of the analysis is limited to HIF lands, though access through HIF lands to non-HIF lands was considered. Roads in National Forests are distinguished by maintenance level (ML) from ML 1 (closed roads) to ML 5 (usually paved roads; including arterials, collectors, and some local roads). Definitions of ML 1 through ML 5 roads are in Appendix A. All roads from ML 1 through 5 were evaluated as part of this process.

The HIF Leadership Team also directed the teams to evaluate motorized trail proposals developed by the Hiawathaland Trail Association and the Eastern Upper Peninsula Regional Planning and Development Commission while doing the TAP.

Process Plan

The TAP will follow the same six-step process outlined in the roads analysis process, as described in Forest Service Handbook 7709.55 – Travel Planning Handbook, Chapter 20 – Travel Analysis:

1. Setting up the Analysis (Step 1);
2. Describing the Situation (Step 2);
3. Identifying the Issues (Step 3);
4. Assessing Benefits, Problems, and Risks (Step 4);
5. Describing Opportunities and Setting Priorities (Step 5); and
6. Reporting (Step 6) (USDA Forest Service 2009).

Information Needs

The teams developed a comprehensive list of information needs while preparing to evaluate routes for their uses, benefits, and risks, as well as other concerns including consideration of how to minimize impacts as part of this evaluation process. Specific needs were derived from the guidelines provided in 36 CFR 212.55(b), (c) and (d), which describe the types of considerations necessary in making informed recommendations.

While employing these guidelines the teams accumulated and considered the best available information regarding the following:

- Planning area (landscape scale) issues/concerns
- Desired future condition and management objectives (e.g., from the current Forest Plan)
- Resource, access, and political considerations
- Localized “hot spots” of concern
- Specific habitat and sensitive species concerns
- Best management practices
- State laws regulating motorized vehicle use
- Pertinent Federal, State and local laws
- Public and user group values and concerns
- Cultural resources
- Current management situation and conditions
- Current observed use levels

Data were acquired from multiple sources. One source was the Natural Resource Management (NRM) database, an integrated database containing a large amount of route-specific data. Other sources included the public, the HIF’s GIS library, additional data from specialists, and data from other agencies, such as the Michigan Department of Natural Resources (MDNR). The data with the potential to be used in the GUI are described in detail in the Risk-Benefit Questions and Data Resources Guide (USDA Forest Service 2003b).

Integration with Watershed Analysis or Landscape Scale Assessments

Regional Office subject-matter/category experts developed questions to assist Forests in making the distinction of whether or not a road will be likely needed in the future. They reviewed previous analysis questions for roads to see if they could be used as part of this analysis. The previous analysis questions reviewed by the Regional subject-matter/category experts were from the following sources:

- Road Analysis Process (FS-643) (USDA Forest Service 1999);
- Watershed Condition Framework (FS-977) (USDA Forest Service 2011a);
- Watershed Condition Classification Technical Guide (FS-978) (USDA Forest Service 2011b); and
- Travel Analysis Reports completed by Forests outside of Region 9.

Regional subject-matter/category experts were provided a set of selection criteria that were used as a guideline as they developed potential risk/benefit (R/B) questions. The following selection criteria were developed by the Regional Interdisciplinary Team.

Overarching Question Selection Criteria:

- Questions reflect requirements of law, regulation, Forest Service policies or Forest land management plans.
- Questions use best available data sources.
- Questions lend themselves to answers that are objective, quantifiable and replicable (repeatable – different investigators applying the same question to the same data would come up with the same answers).
- Questions can be answered based on accepted science.
- Questions are matched to an appropriate scale of analysis (e.g. watershed questions are typically answered at 6th Hydrologic Unit Code [HUC] watershed scale).
- Questions are effective at making distinctions between likely needed and not likely needed in the future roads, making use of previous roads analysis work, especially previous analyses of ML 3-5 roads.

The risk-benefit questions and the potential data sources are described in detail in the Risk-Benefit Questions and Data Resources Guide (USDA Forest Service 2003b).

Example “Risk” Questions include:

- Does the road segment have non-native plant populations found within 100 feet?
- What percentage of the land within 100 feet of the road has been inventoried for heritage resources?
- Are National Register listed, eligible or unevaluated cultural resources located within 100 feet of the road?
- Does the road cross soils with severe erosion potential?

Example “Benefit” Questions include:

- Does the road provide access to private or non-Forest Service lands? If so, is the entire segment benefit solely the other party or does it serve Forest users as well?
- Does the road access a Forest Service administrative or developed recreation site or trail segment?
- Does the road provide access to or within a unique fuel/fire hazard situation?
- Is the road planned or part of an existing fuel break or control line for prescribed burning?

The questions related to watershed and soils, were developed to integrate Watershed Condition Framework (WCF) needs into the TAP (USDA Forest Service 2011a). The Watershed Condition Assessment shows where there is a heightened concern for cumulative watershed effects. In addition, the road attributes will show where roads may be the specific cause for concern. The results of the travel analysis and the opportunities identified for road improvement work would feed back into the development of projects for the Watershed Restoration Action Plans – Step C in the Watershed Condition Framework. See Appendix B for more detail on the science-based analysis (risk-benefit) relationship to the WCF.

Step 2: Describing the Situation

Purpose

The purpose of this step is to:

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

Existing Forest Transportation System

Currently the HIF has an extensive system of roads and motorized trails. The existing road network on the Forest is the result of the infrastructure needed for the forest products industry, associated support services, and at a later date, the recreation industry. The logging history in the Upper Peninsula of Michigan included three eras of transportation: 1) transporting logs via river log drives, 2) transporting logs via railroads, and 3) transporting logs via road network. The current road network began to take shape in the late 1800s. Because the existing road system was developed over several eras, it is not always in the best location given current land use and management emphasis.

Problems with location can be attributed to the origination of some roads prior to acquisition of the lands that makes up the HIF. Many are old railroad grades, user developed and old skid trails, which have been widened and surfaced. Some HIF roads are under the jurisdiction of other agencies, such as the State of Michigan or other various County Road Commissions (USDA Forest Service 2003a).

The study teams reviewed, analyzed, and made recommendations for the ML1-5 roads on the HIF. The roads and the recommendations are listed in Appendix C.

Current Land Management and Travel Management Direction

General

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

Each management area within the HIF has a maximum road density designated. Some new road construction is anticipated, with the single most common reason for construction identified as access for timber harvest. The 2006 Forest Plan also provides guidance for closing, decommissioning, and revegetating roads in excess of the access needs of the HIF (USDA Forest Service 2006a).

Motorized Trails

Currently the designated motorized trails on the HIF are shown on the Motor Vehicle Use Map – Hiawatha National Forest dated May 1, 2013.

Areas

There is one designated motorized area, the Thunder Bowl off-highway vehicle (OHV) scramble area, in the HIF.

Previous Travel Management Decisions

The 2003 RAP has been used as information by the HIF Line Officers to inform their understanding of the transportation system on the HIF (USDA Forest Service 2003a). The 2006 Forest Plan provides the direction for the management of the HIF transportation system. Modifications to the transportation system are often made as part of project-level NEPA decisions. Designations of roads open to different types of public motor vehicles, including off-highway vehicles, are made as a result of implementation of 36 Code of Federal Regulations (CFR) 212, Subpart B – Designation of Roads, Trails, and Areas for Motor Vehicle Use.

Road Maintenance Levels

The Forest Service differentiates forest roads into five maintenance levels, which define the level of service and maintenance required. The maintenance levels are described in more detail in Appendix A.

Table 3. Summary of existing road miles by type for the analysis area.

Existing Roads	Mileage of Existing Roads (TAP GIS)	
	Miles	% of Total
ML 1 Road – Basic Custodial Care (Closed)	790.7	24
ML 2 Road – High Clearance Vehicles	1953.6	60
ML 3 Road – Suitable for Passenger Vehicles	226.7	7
ML 4 Road – Moderate Degree of User Comfort	265.2	8
ML 5 Road – High Degree of User Comfort	36.3	1
Total	3272.5	100

Existing Motorized and Non-Motorized Uses

The existing system includes National Forest System roads and trails currently managed for motor vehicle use. All existing motor vehicle use restrictions, prohibitions and closures on the Hiawatha National Forest contribute to the existing condition. According to the HIF's TAP GIS, which is based on the NRM database, there are about 3,272.5 miles (September 2015) of roads and 407 miles of motorized trails, 342.2 miles of snowmobile trails and 64.6 miles of OHV and motorcycle trails, within the (Tables 1 and 2).

Table 4. Motorized trail summary of miles by type for the analysis area.

Trail	GIS miles
Snowmobile Trails	
Raco-Rudyard	5.8
Raco-Bay Mills	16.4
Trout Lake - Rexton	4.4
Carp River	19.5
Trout Lake - Rudyard	15.6
Castle Rock	17.5
Raco – Strongs - Hulbert	16.3

Trail	GIS miles
Trout Lake - Hulbert	25.5
Raco – Brimley - Soo	4.0
Red Creek – Cedarville	23.8
Raco - Paradise	21.9
North Hiawatha	16.3
Chatham	2.0
Haywire Grade	20.3
Big Spring-Baldy Lake	35.9
Nahma Grade	22.0
Big Bay de Noc	25.8
Coalwood Grade	26.4
Wetmore - Munising	2.2
Christmas	2.1
Miners Castle	2.3
Murphy Creek	16.2
Totals	342.2
OHV/Motorcycle Trails	
Haywire Grade	20.3
Coalwood Grade	16.8
2231 OHV Trail	0.9
Moss Lake Motorcycle	26.6
Totals	64.6

Public and Administrative Access Needs

The HIF's road system is an integrated network of Forest Service, County, State and private roads. The road system provides access to a variety of forest management and public activities. Forest access is defined as the opportunity to approach, enter and make use of public or private land within the HIF. Roads move people or products from place to place, allow for rapid response in emergency situations, allow natural resource management activities and provide access to remote areas and recreational facilities. People come to the HIF to enjoy a variety of activities, including the wilderness experience and the solitude it provides. Others prefer motorized activities, such as boating, snowmobiling and OHVs, while others enjoy more traditional activities such as hunting, fishing, camping, hiking, berry-picking and driving for pleasures.

The HIF also provides timber products and minerals to support local communities. The logging trucks, dump trucks and other commercial vehicles, use the HIF's transportation system to reach areas where these activities occur and transport goods from the Forest.

The Hiawatha's road system is organized by access type and by road maintenance objectives. The access types are:

- **Local roads** are usually short, one-lane primitive roads (one-quarter to one-half mile in length) designed for single resource use and for vehicles with high clearance. There are some exceptions, such as some campground roads, which can be multiple lane, paved roads.

- **Collector roads** collect traffic from local roads and connect to arterial roads. They are usually two-lanes and are of a higher standard than local roads. They are usually surfaced with gravel or pavement.
- **Arterial roads** either connect to other arterial roads or to public highways. They are two or more lanes, usually paved and are developed for maximum mobility and travel efficiency (USDA Forest Service 2006b).

Assessment of Motorized Recreation Opportunities

The HIF provides important opportunities for dispersed and developed recreation. Recreationists visit the area for the outstanding fisheries, hunting, boating, sightseeing opportunities and winter sports activities. The HIF has developed and will continue to develop a motorized route system that connects roads, trails, recreation and service facilities and accesses to provide enhanced recreation experiences. OHV recreationists have access to a variety of designated roads and trails that loop and connect to Forest and off-Forest facilities for hunting, fishing and touring. Snowmobile recreationists have a variety of groomed trails and un-groomed areas to ride (USDA Forest Service 2006b).

Summary of Existing Travel Management Decisions

Roads and motorized trails are determined by laws, regulations, official directives, Forest plans, Forest orders, and Forestwide or project-specific road decisions.

Current Resources to Maintain and Operate the Forest Transportation System

Over the past several years, funding to maintain National Forest system roads across the country has decreased dramatically (Figure 1). The goal of the national TAP is to define a safe, fiscally feasible minimum road system that provides the greatest benefit to the largest number of visitors with the least risk to the environment.

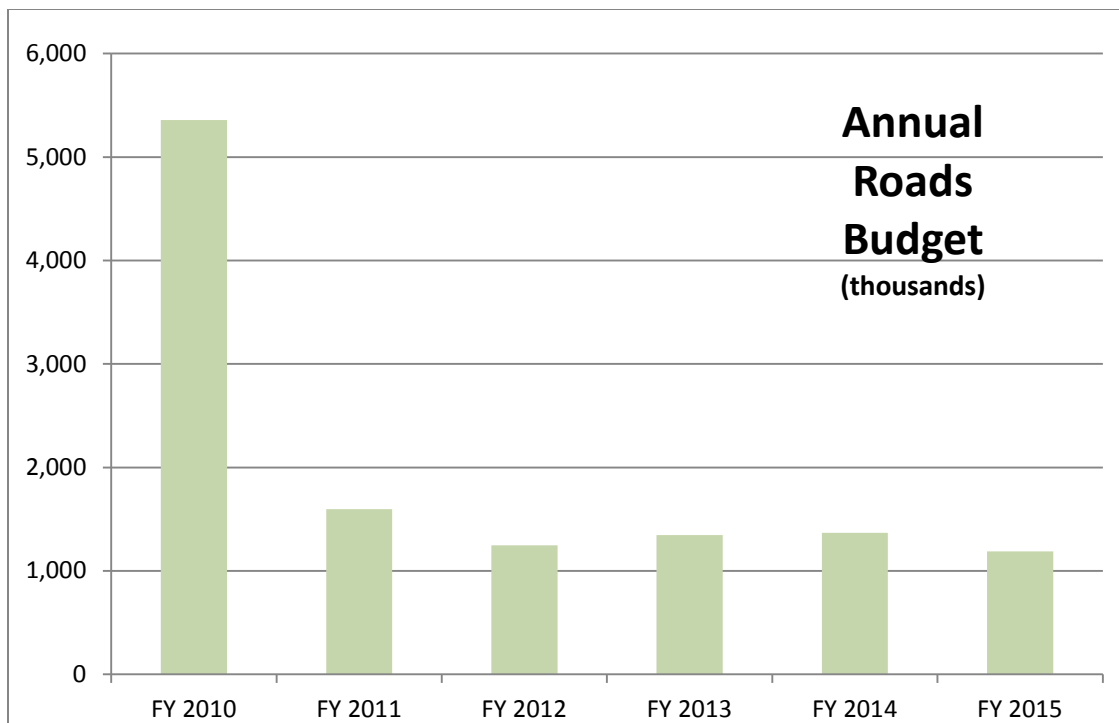


Figure 1. Annual HIF roads funding trend.

Table 3 presents the total miles of existing roads and approximate annual maintenance budgetary needs for the HIF. The financial analysis is described in more detail in Appendix D. Currently, the road system budget is insufficient for optimal maintenance of the entire Hiawatha National Forest road network (per information obtained from Hiawatha National Forest Supervisor’s Office, including documents, analysis worksheet, e.g., Region 9 Fiscal Year 2015 Budget Estimator and Supervisor’s Office staff communication). Table 3 shows that the current annual maintenance needs for the Forest exceed \$5 million. As stated in Appendix D the Region 9 rounded average road maintenance costs may be an overestimate of the actual annual costs on the HIF. According to Forest Engineer Greg Gardner, annual costs for ML 1 and 2 roads would be less than those shown in Table 3.

Table 3. Existing road management maintenance costs (obtained average from Regional sources).

ML	Annual Maintenance Needs Per Mile (\$)	Existing Mileage	Total Cost (\$)
5	8,000	36.3	290,400
4	5,600	265.2	1,485,120
3	4,600	226.7	1,042,820
2	1,500	1953.6	2,930,400
1	125	790.7	98,838
Total			5,847,578

Note: Mileages derived from current GIS data (August 2015). Costs are based on 2015 Region 9 rounded average road maintenance costs.

Because the travel analysis process was focused on the minimum road system, no cost analysis was done on motorized trails in this TAP.

Insufficient Resources for Route Maintenance

If the current budget is insufficient for optimal route network maintenance, additional funds may need to be obtained or strategies would be implemented to reduce the level of road maintenance costs. Some possible strategies include:

- Closing or decommissioning roads;
- Converting open and/or closed roads to motorized trails or hiking trails;
- Transferring jurisdiction to other maintenance entities;
- Decreasing maintenance levels on roads;
- Decreasing route maintenance frequency;
- Researching and employing methods to decrease road maintenance costs; and
- Combinations of the above strategies.

Step 3: Identifying Issues

Purposes

The purposes of this step are to:

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

Public Concerns Related to Travel Management

Anyone who uses roads or benefits from the HIF was encouraged to share ideas for a sustainable road system.

- Ideas were shared online, in person, or through other forms of communication.
- It is critical for all parties to work together toward an affordable and environmentally sustainable road system, with a full understanding of associated trade-offs.
- Continued participation by the public and partners is critical as we work toward identifying a minimum road system.

The HIF hosted three open houses as a primary opportunity to share available data and gather citizen information about access needs and benefits, problems and risks, and opportunities for change. The open houses were held on June 11, 2014, in St. Ignace, June 12, 2014, in Sault Ste. Marie, June 18, 2014, in Rapid River and June 23, 2014, in Munising. Details on meeting locations and a list of materials distributed as part of the public outreach are included in Appendix E.

The TAP was also presented at the April 25, 2014, Friends of the Hiawatha National Forest (Friends) Meeting. An update was also provided at the May 15, 2015, Friends meeting. The public input timeframe was three months with a deadline of September 29, 2014.

Former Forest Supervisor, Jo Reyer, and Rapid River District Ranger, Joanne Sanfilippo, met with Hannahville Indian Community Chairman, Kenneth Meshigaud, on May 14, 2014. Ms. Reyer and St. Ignace and Sault Ste. Marie District Ranger, Robert West, met with Chairman Aaron Payment of the Sault Ste. Marie Tribe of Chippewa Indians on May 15, 2014, and Chairman Levi Carrick of the Bay Mills Indian Community on May 15, 2014. The purpose of these meetings was to discuss the TAP and the need for input on the road system. The TAP was also presented to the Sault Ste. Marie Tribe of Chippewa Indians Inland Conservation Committee on June 9, 2014.

The HIF received 66 pieces of correspondence in response to the request for public input. All of the pieces of correspondence are in the project record and are available upon request.

Issues resulting from public input include:

- Road closures would make it difficult to access other motorized and nonmotorized trails and paths.

- Road closures would cause hunters and gatherers to carry their bag and forest products on foot farther.
- Road closures would limit access for hunting, fishing and trapping.
- Road closures would limit recreational use of aquatic resources.
- Road closures would limit OHV access to the HIF.
- OHV use needs to be regulated to reduce their environmental impact on roads.
- Road closures would unintentionally benefit small landowners who would have sole access to large areas accessible only to a few.
- Two-track roads should be maintained by the users instead of spending funds. It would allow the roads not being used to revegetate naturally.
- Roads that have little usage that can be closed should be closed and allowed to revert back to nature.
- Hunting, fishing, and OHV tourism improves the economy.
- Some of the closed roads could be made into mountain biking trails or routes.
- ORV trails should avoid possible access to the North Country Trail.
- The North Country Trail should be available for multiple use.
- Specific recommendations were made for St. Martins Point, the North Country Trail, Haywire Grade, and Jack Pine trailhead to name a few.

A complete list of issues is included in Appendix F.

District Rangers also met with the Tribes the first week of September to discuss the preliminary results of the TAP. As before, the tribes expressed their concerns with continued access to cultural resources and traditional gathering areas.

The Tribes will have the opportunity to provide input through future project planning efforts as will the general public.

General Management Concerns Related to Travel Management

Maintenance costs have remained static or been reduced significantly in the past five years (Figure 1). This caused a disproportionate shift of maintenance funds to the ML 3-5 roads, which receive the most use. The use and the lack of maintenance on ML 1 and 2 roads coupled with the decreased funds increases the risk for degrading soil, water, vegetation, and wildlife habitat conditions.

In some places, improper user rerouting of eroded road portions, non-compliance with the Motor Vehicle Use Map, and use of ML 1 roads have led to loss or reduced productivity of important wildlife habitat.

Heritage resources are a concern throughout the project area as they are important considerations in all management activities on the Forest. There is fire risk wherever people use the HIF. This risk can come from many sources, including smoking, vehicles, and campfires.

Motor vehicle use on roads can also facilitate the spread of invasive plants and aquatic species and put floral and faunal diversity at risk.

Key Issues

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

Insufficient resources for maintenance of the existing system roads. Inadequate maintenance reduces access for HIF users and management. Funding for road maintenance is not adequate to maintain the entire existing transportation system and perform appropriate monitoring.

Need for access to private lands for landowners. Many of the private lands on the HIF are currently accessed by transportation system roads.

Increased risk of human-caused fire. Roads are used by the public to access public lands. The more public use of an area equates to a higher probability of human caused fires. In the event of a public emergency such as a wildfire, the need for good egress/ingress is important for public safety.

Need for access to firewood and other forest products gathering areas. Firewood, traditional materials, and plant gathering are all important activities, especially for Native American communities. Decommissioning or closing roads may affect motorized access for traditional gathering activities.

Known cultural resources and tribal use. Public access to cultural resources and sacred sites can result in damage to the sites. All of the HIF land base lies within the Chippewa (Ojibwe) ceded territory of 1836. As stated in the 2006 Forest Plan, the HIF will honor U.S. Government trust responsibility and treaty obligations towards Indian tribes within a government to government relationship.

Roads have effects on wildlife and plant habitat. Reduced maintenance, new construction, improper user rerouting of eroded road portions, and non-compliance with road closures causes a reduction of habitat productivity.

Roads have effects on watershed and wetland conditions. Erosion and sediment from improperly maintained roads reduces watershed and wetland conditions and introduces sediment into streams and wetlands. Roads can also impact the hydrology of a watershed and wetlands.

Roads have effects on the Outstandingly Remarkable Values of Wild and Scenic Rivers. Segments of five rivers; the Indian, Whitefish, Sturgeon, Carp and East Branch of the Tahquamenon, have been designated as National Wild and Scenic Rivers.

Road use has effects on the wilderness experience. The HIF has six designated wildernesses; the Delirium, Mackinac and Round Island Wildernesses on the East Zone and the Horseshoe Bay, Big Island Lake and Rock River Wildernesses on the West Zone.

Roads have effects on management areas, such as 6.2, managed for quiet and seclusion and older mature forests, such as old growth. These management areas provide dispersed semi-primitive non-motorized recreational opportunities such as fishing, hunting, kayaking and snowshoeing.

Roads provide access to the public for recreational purposes. Forest roads access developed recreation sites and are used for a variety of recreational purposes such as camping, hunting, fishing, hiking, mountain biking, horseback riding, etc.

Access for general forest administration. Access to the Forest is needed by the agency for general forest management reasons such as vegetation management and forest monitoring.

More details on the effects of roads on many of the abovementioned resources can be found in the 2006 Final Environmental Impact Statement to Revise Hiawatha National Forest's Land and Resource Management Plan.

Data Needs

The TAP was done using existing GIS and a number of Forest Service databases, including NRM, ALP, State Natural Heritage databases, plant and wildlife species information, and aerial photography. Limited field verification was done if the opportunity presented itself. As projects are developed more detailed investigation would be necessary to analyze the impacts of road construction, reconstruction, maintenance and decommissioning prior to making a decision.

Step 4: Assessing Benefits, Problems and Risks

Purposes

The purposes of Step 4 are to:

- Describe the analysis process
- Describe the criteria used in the risk and benefit analysis process
- Describe the scoring and rating of existing motorized routes
- Summarize the risk and benefit of existing motorized routes
- Identify opportunities for roads, which could be decommissioning, restoration, relocation, improvement of drainage features, address safety issue, etc....
- Provide guidelines for mitigating road risks

The Analysis Process

The GUI and existing database tools were applied to transportation planning to help determine whether a road is likely or not likely needed for future use. They provided a rapid assessment of possible optimal or desired routes to given destinations along with identifying redundant routes to those destinations and roads not needed for administrative use.

Criteria Used in the Risk and Benefit Analysis Process

Roads provide access for many uses. They also provide the infrastructure to facilitate motorized recreation and other mission-critical work, such as watershed restoration and vegetation management. However, their presence has possible negative effects on the natural and cultural resources of the National Forest unit. Based on the overarching selection criteria described in Part 1, the following questions for risks and benefits were developed to focus on the most important resource issues for managing the Forest transportation system. The acronyms in the parentheses correspond to the headings in the GUI and the evaluation table used by the teams.

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

- Does the road access a Forest Service administrative or developed recreation site or trail segment?
- Is the road needed to access a recognized dispersed recreation opportunity?
- Is the road necessary to access a Congressionally-designated area (e.g., Wilderness Area, Wild and Scenic River, Experimental Forests, National Historic and Scenic Trail, National Recreation Areas, etc.)?
- Does the road further contribute to the Forest Plan’s stated desired condition and associated ROS? (REC5)
- Does the road provide access for future silvicultural or restoration treatments on suitable lands? (VFS1)
- Does the road allow access for university and agency scientists to conduct on-going short- and long-term research related to silviculture, forest health and climate change at Long Term Ecological Research sites, Experimental Forests, and Research Natural Areas (RNAs)? (VFS2)
- Does the road provide access to or within a unique fuel/fire hazard situation? (WFH1)

- Is the road planned or part of an existing fuel break or control line for prescribed burning? (WFH2)
- Does this road provide access to a water source? (WFH3)

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

- What percentage of the land within 100 feet of the road has been inventoried for heritage resources? (HC1)
- Are National Register-listed, eligible or unevaluated cultural resources located within 100 feet of the road? (HC2)
- Does the road segment have non-native plant populations within 100 feet? (IS1)
- Does the road segment occur within 100 feet of an inventoried invasive species infestation and is within one mile of an ecologically significant areas such as designated wilderness, RNAs, experimental Forests, and known threatened and endangered species (TES) and rare plant communities? (IS2)
- Does the road facilitate the introduction and spread of aquatic invasive species? (IS3)
- Does the road cross potential landslide paths or unstable (slippage) soil types? (SLS1)
- Does the road cross somewhat poorly, poorly, or very poorly drained soils? (SLS2)
- Does the road cross soils with severe erosion potential? (SLS3)
- Do streams, lakes, and reservoirs fall within 100 feet of the road or road segments? (WAB1)
- Does the road contribute to the impairment of a state listed 303(d) impaired stream, lake, reservoir or other water body? (Road is within 100 feet of the designated impaired stream segment.) (WAB2)
- Does the road have a crossing that is characterized as barriers to aquatic passage (fragmentation) along rivers and streams and between lakes and reservoirs? (WAB3)

Scoring and Rating

The issues and considerations described in Step 3 were addressed by the study teams in the following assessment. In order to efficiently assess the dynamic range of considerations, the teams evaluated routes from several perspectives – road by road and potential landscape scale effects. Figure 2 depicts the collective reasoning used by the teams, which led to individual route recommendations. Black circles represent landscape perspective considerations. White circles represent route level and/or localized perspective considerations. Gray circles represent multiple perspective considerations. An outcome is a recommendation for a minimum road system that maximizes resource benefits, while minimizing adverse environmental impacts/risks.

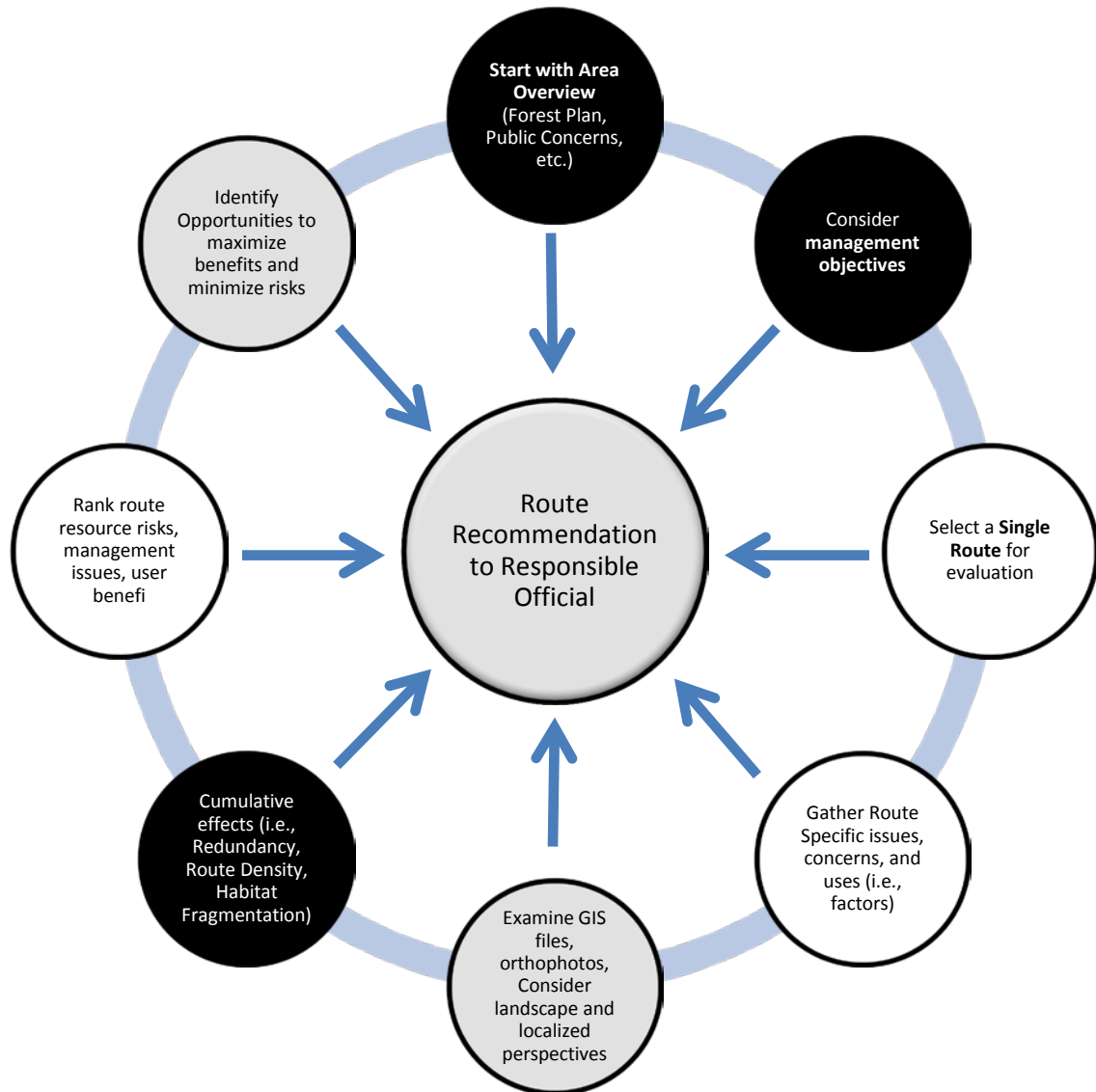


Figure 2. Collective reasoning process used by the teams (USDA Forest Service 2011c).

Summary of Risk and Benefits of Existing Motorized Routes

Each study team reviewed and evaluated factors for each route using the above risk-benefit questions. Factors are attributes (e.g., risks, benefits, and uses) associated with a particular route. Those factors relevant to a particular route and team recommendations are recorded in the report record. All factors were ranked with risk and benefit values of high, medium or low based upon each factor's level of influence concerning route recommendations. Table 4 provides an example of the risk benefit rankings. The various combinations of factors possible for any individual route required careful consideration by the teams prior to suggesting a route recommendation. Professional judgment was used to rank particular factors by considering how influential a particular risk factor would be in restricting access to a route, e.g., route leads through a cultural site ranked very high risk, and how influential a particular benefit factor would be in maintaining user access, e.g., route with a right of way ranked high benefit.

Table 4. Risk-benefit ranking example.

ID	NAME	Maint Level	Risk Cat	Benefit Cat	HC1	HC2	HC3	IS1	IS2	IS3	REC5	SLS1	SLS2	SLS3	VFS1	WAB1	WAB2	WAB3	WFH1	WFH2	WFH3
2001A	AuTrain West Spur A	1	Med	Med	0	0	0	0	0	0	5	0	0	0	5	5	0	0	5	0	0
2002A	Joels Ck. West Spur A	1	High	Low	1	0	0	5	5	0	5	0	0	0	5	0	0	0	0	0	0
2004A	Silver Falls South Spur A	1	Med	Med	0	0	0	0	0	0	5	0	3	0	5	5	0	0	5	0	0
2010A	Coho Road Spur A	2	Low	Med	1	0	0	0	0	0	5	0	0	0	5	0	0	0	5	0	0
2016A	Island Lake Campground Spur A	1	Med	Med	1	0	0	5	0	0	5	0	0	0	5	0	0	0	5	0	0
2017A	Twenty Four Grade Spur A	2	Low	Low	1	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	0

HC1, HC2, HC3, IS1, IS2, IS3, REC5, SLS1, SLS2, SLS3, VFS1, WAB1, WAB2, WAB3, WFH1, WFH2 and WFH3 represent the abovementioned risk-benefit questions. The rankings were plugged into a formula to determine what risk or benefit category or ranking the route fit into. A score of 5 indicated the highest risk or the highest benefit depending on the question. A score of 1 indicated the lowest risk or the lowest benefit depending on the question. Score of 2-4 would be anything in between or medium risk or medium benefit. These scores and rankings then were depicted in GIS as varying colors (Figure 3), allowing the teams to easily use the GUI during meetings to inform their final recommendation.

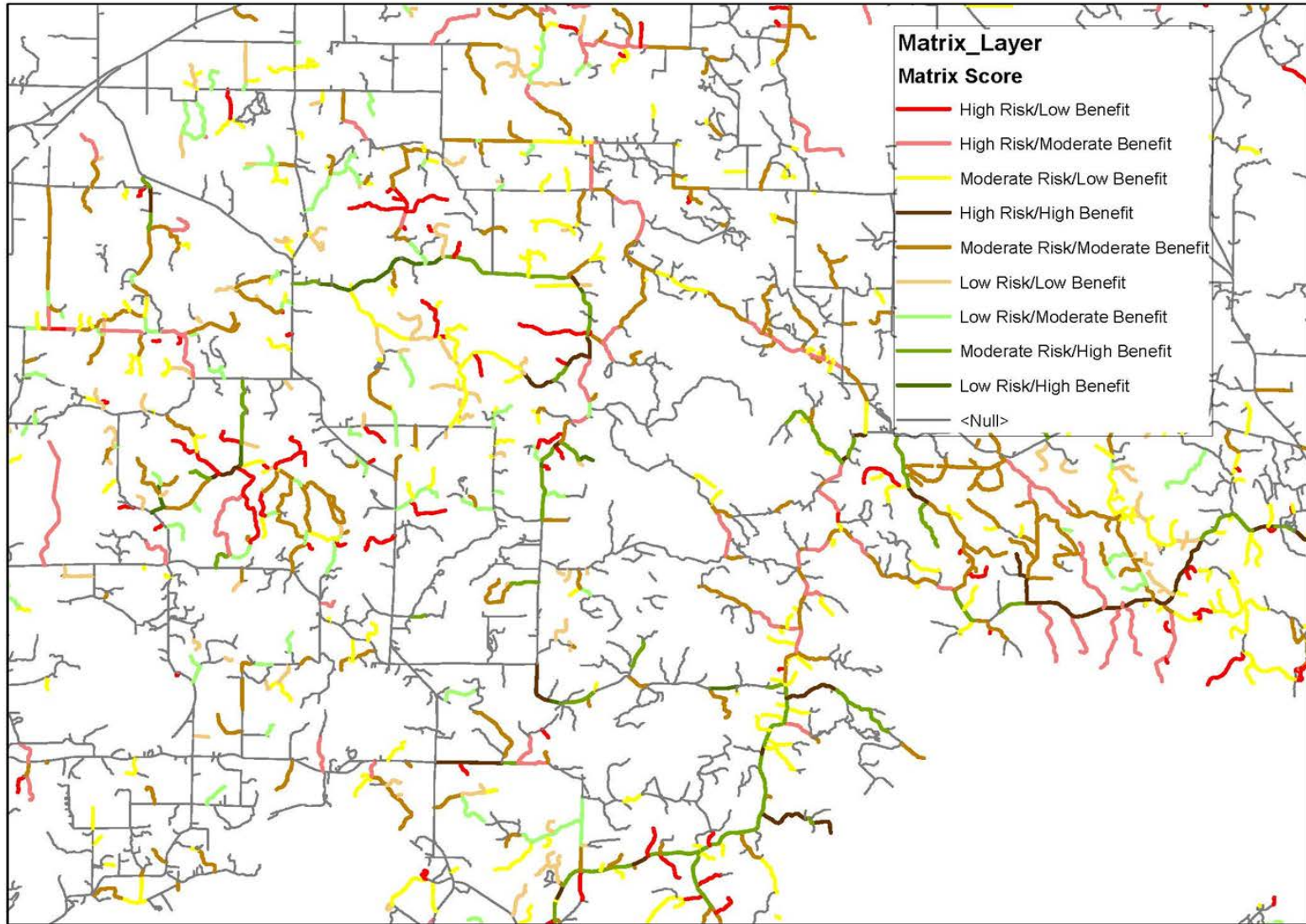


Figure 3. GIS results of the risk-benefit questions.

Figure 4 generalizes the route evaluation process. A continuum exists between open and decommissioned routes. Routes with many risks and few benefits (e.g., Route A) were usually recommended to be decommissioned. Conversely, routes with many benefits and few risks (e.g., Route B) were typically recommended to be kept. Routes having similar risk and benefit ranks typically gravitated towards a recommendation, which limited access or types of use. Imposing limits or management measures provide opportunities to maximize benefits and minimize risks for those routes which have similar levels of risks and benefits.

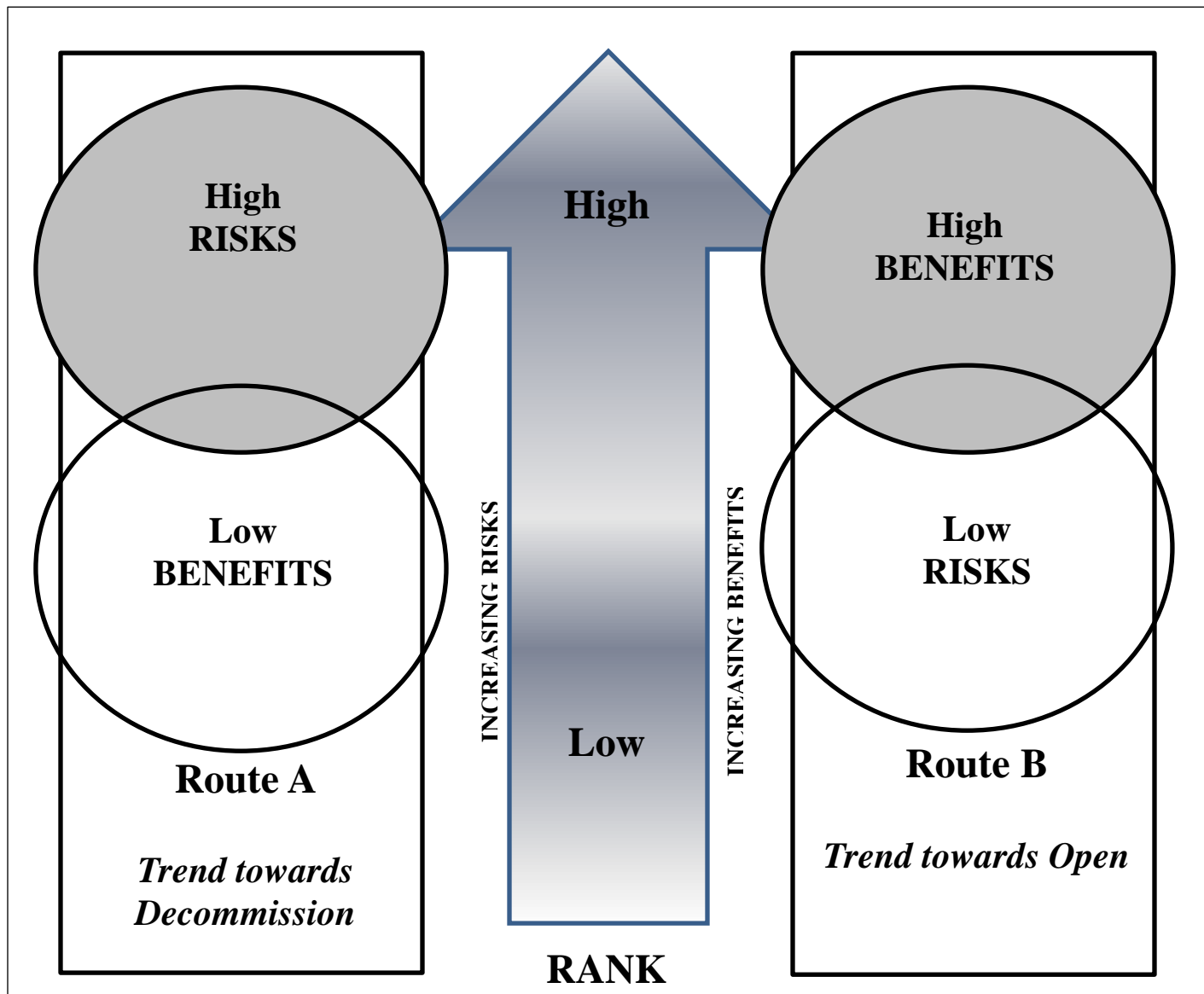


Figure 4. Recommendation Continuum (USDA Forest Service 2011c).

As illustrated in Figure 4, those routes evaluated with a predominance of factors identified as posing potential resource risk prompted the teams to propose route recommendations to minimize resource risk (e.g., restrict access); routes evaluated with a predominance of factors considered beneficial prompted the teams to propose recommendations to maintain user

access. Some factors influenced the teams' route recommendations more than other factors. For example, risk factors considered during the analysis included concerns such as where a road was located in relation to a cultural site or area, threatened, endangered and sensitive species habitat, impaired waters, streams and riparian areas, areas of highly erodible soils, and wilderness and other specially designated areas.

Table 5. Summary risk-benefit matrix for all routes evaluated during the route evaluation process on the HIF.

Routes Evaluated		
Rank		Miles*
Risk	Benefit	
High	Low	323.2
High	Moderate	377
High	High	124.3
Moderate	Low	550.4
Moderate	Moderate	648.8
Moderate	High	140
Low	Low	476.3
Low	Moderate	527.4
Low	High	103.9

*Mileages derived from current (September 2015) GIS data.

Identify Opportunities for Roads

The study teams had several meetings over the last year to go through the risks and benefits of keeping each road, have discussions about the need for each road and provide recommendations for each road. When providing a recommendation for a road, e.g., keeping, changing the operational maintenance level or decommissioning, the teams provided a justification for that recommendation.

Often, if it was recommended that a road be decommissioned, the teams would also recommend that a landing or a turnaround be left for administrative purposes, especially off main or more heavily used roads. The teams also evaluated a road based on a quarter mile skid distance, the average skid distance used as a standard for the Region 9 appraisal system. They looked at the topography of an area to determine whether to keep a road. The list of the roads and the recommendations made by the study teams are included in Appendix C. Tables 6-10 show the risk-benefit breakdown by maintenance level and the recommended road changes for the HIF. A detailed risk-benefit breakdown by RD is located in Appendix G.

In some cases, it was determined to keep a road that had high risks associated with them. The teams looked at the risks in detail when making the recommendations. If the high risk was because of non-native invasive species and there was a potential to manage the risk through the use of mitigation measures, the teams usually said to keep the road, if the road was needed for administrative use. If the high risk was because of soil, wetland or watershed impacts, the teams looked to see if there was another way to access the area. In other cases, the teams recommended relocation of road to an upland area to avoid wetland or watershed impacts. If it was impossible to access an area suitable for timber management in any other way than by an existing route going through a wetland or a wild and scenic river corridor, the route was recommended to be kept for future use. Those details are not included in this report, but they are available in the TAP database upon request.

Table 6. Roads risk and benefit matrix and recommendations for ML 1 roads.

Ranking		Route Miles		Recommended changes to current ML 1 Roads by miles*						
Risk	Benefit	Total Miles	Relative %	Keep	Change ML	Convert to Trail	Relocate	Transfer Jurisdiction to County	Decommission	Decommission and Special Use Permit
High	Low	151.4	19	77.8	0.3	2.3	2.9	0.9	60.9	6.3
High	Mod	44.6	6	31.9	0	1.3	0.2	0	11	0.2
High	High	0	0	0	0	0	0	0	0	0
Mod	Low	260.5	33	163.8	0.7	0.8	5	0.4	87.9	1.9
Mod	Mod	103.8	13	71.6	0.2	0.5	1.3	0	29.1	1.1
Mod	High	0	0	0	0	0	0	0	0	0
Low	Low	170.2	22	94.7	0.6	1.9	1.5	0.7	69.7	1.1
Low	Mod	60.7	8	38.3	0	0.3	0.4	0	20.5	1.2
Low	High	0	0	0	0	0	0	0	0	0
Total Miles		791.2	100	478.1	1.8	7.1	11.3	2	279.1	11.8
Percent				60	0	1	1	0	35	1

*Mileages derived from current GIS data (September 2015).

Table 7. Roads risk and benefit matrix and recommendations for ML 2 roads.

Ranking		Route Miles		Recommended changes to current ML 2 Roads by miles*						
Risk	Benefit	Total Miles	Relative %	Keep	Change ML	Convert to Trail	Relocate	Transfer Jurisdiction to County	Decommission	Decommission and Special Use Permit
High	Low	140.4	7	101.9	2.3	0.2	2.6	0	31.5	1.9
High	Mod	254.8	13	208.3	6.1	2.5	3.6	0	30.8	3.5
High	High	42	2	38	0.3	0.9	0	0	0.8	2
Mod	Low	265.7	14	188.3	2.6	0.3	1.5	0	70.1	2.9
Mod	Mod	436.2	22	357	6.2	0.6	5.7	0	54.9	11.8
Mod	High	56.9	3	53.9	0.6	0.4	0	0.3	1	0.7
Low	Low	291.9	15	195	2.3	0.8	0.8	0	89.6	3.4
Low	Mod	407.3	21	334.6	1.8	1.3	3.7	0	58.5	7.4
Low	High	57.1	3	55.1	0	0.1	0	0	0.9	1
Total Miles		1952.3	100	1532.1	22.2	7.1	17.9	0.3	338.1	34.6
Percent				78	1	0	1	0	17	2

*Mileages derived from current GIS data (September 2015).

Table 8. Roads risk and benefit matrix and recommendations for ML 3 roads.

Ranking		Route Miles		Recommended changes to current ML 3 Roads by miles*				
Risk	Benefit	Total Miles	Relative %	Keep	Change ML	Convert to Trail	Transfer Jurisdiction to County	Decommission
High	Low	14.7	6	10.3	2.9	0	0.7	0.8
High	Mod	38.1	17	27.4	6.4	0	4.1	0.2
High	High	34.3	15	18.2	11.2	0	4.9	0
Mod	Low	14.8	7	11.6	1.4	0	0.8	1
Mod	Mod	50.2	22	39.1	6.8	0.2	4.1	0
Mod	High	33.6	15	24.2	1.2	0	8.2	0
Low	Low	8	4	6	1.2	0	0.5	0.3
Low	Mod	20.1	9	14.1	4.3	0	1.7	0
Low	High	13	6	5.7	2.7	0	4.6	0
Total Miles		226.8	100	156.6	38.1	0.2	29.6	2.3
Percent				69	17	0	13	1

*Mileages derived from current GIS data (September 2015).

Table 9. Roads risk and benefit matrix and recommendations for ML 4 roads.

Ranking		Route Miles		Recommended changes to current ML 4 Roads by miles*		
Risk	Benefit	Total Miles	Relative %	Keep	Change ML	Transfer Jurisdiction to County
High	Low	15.2	6	7.3	0	7.9
High	Mod	33.1	13	29.4	0.3	3.4
High	High	41.5	16	25.7	5.9	9.9
Mod	Low	7.3	3	5	0	2.3
Mod	Mod	52.9	20	45.8	2.1	5
Mod	High	46.8	18	37.5	0.7	8.6
Low	Low	4.7	2	3.5	0	1.2
Low	Mod	32.2	12	24.3	0.6	7.3
Low	High	31	12	22.3	1.3	7.4
Total Miles		264.7		200.8	10.9	53
Percent				76	4	20

*Mileages derived from current GIS data (September 2015).

Table 10. Roads risk and benefit matrix and recommendations for ML 5 roads.

Ranking		Route Miles		Recommended changes to current ML 5 Roads by miles*		
Risk	Benefit	Total Miles	Relative %	Keep	Convert to Trail	Transfer Jurisdiction to County
High	Low	1.5	4	1.5	0	0
High	Mod	6.4	18	6.1	0	0.3
High	High	6.5	18	6.5	0	0
Mod	Low	2.1	6	2.1	0	0
Mod	Mod	5.7	16	4.8	0	0.9
Mod	High	2.7	7	2.7	0	0
Low	Low	1.5	4	1.5	0	0
Low	Mod	7.1	20	6	0.9	0.2
Low	High	2.8	8	2.8	0	0
Total Miles		36.3	100	34	0.9	1.4
Percent				94	2	4

*Mileages derived from current GIS data (September 2015).

Occasionally it was necessary to keep a high risk-low benefit road because it was the only access into an area that was considered to be suitable for vegetation management or for other reasons, such as access to private property or wildland urban interface for firefighting ingress and egress. If it was recommended to keep a road that was ranked as high risk, the teams did provide a justification for doing so and recommendations on potentially mitigating the risk.

Mitigating Road Risks

Recommended guidelines for mitigating the resource risks associated with the transportation system are listed below. This recommended guidance applies to all decisions concerning new roads, road segment relocations, and road maintenance and management.

Road Location (i.e., recommended new roads or recommendations of relocation of segments of existing roads):

- Locate roads to reduce road grade, cut slopes, and fill slopes
- Avoid weak geological formations, sensitive cultural and natural resources, streams, and floodplains

Road Design Elements:

- Plan adequate drainage features
- Armor drainage structures
- Stabilize road surfaces

- Mitigate for erosion on freshly exposed back/fill slopes
- Design road and stream crossings to reduce/eliminate erosion potential

Road Management

- Close or seasonally restrict user access to minimize adverse impacts to sensitive resources, habitat, or wildlife
- Monitor for invasive plants and noxious weeds
- Incorporate invasive plants and noxious weeds prevention and control into road maintenance
- Close or restrict user access on roads subject to resource damage during wet periods
- Utilize various recommended limitations/restrictions to protect forest resources and/or minimize conflicts between users:
 - Limit to non-motorized access
 - Limit user type (i.e., administrative only)
 - Limit vehicle size (i.e., motorcycle or <50")
 - Limit seasonal use (i.e., closed during Kirtland's warbler nesting season).

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Step 5: Describing Opportunities and Priorities

Purpose

The purpose of this step is to:

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

Actions that Respond to the Issues

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

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

Action: Reduce the number of road miles that need to be maintained or reduce the maintenance level to reduce maintenance costs. Reducing the miles of roads that need to be maintained by converting closed roads into motorized trails would effectively increase trail maintenance costs and is not a recommended action solely to address this issue. The 2006 Forest Plan also has mileage limits on trails and further evaluation and analysis of these recommendations would need to be done in the future. When a road was already part of the motorized trail system, this option was most often recommended.

Action: Leverage funds/efforts to increase maintenance capabilities. Continue to seek opportunities within the Forest, with other Forests, with counties and private individuals to increase the amount of maintenance accomplished through cooperative efforts. For trails there are opportunities to work with volunteers to maintain them.

Action: Prioritize roads that are good candidates for transfer of jurisdiction to counties, which reduces the number of road miles requiring maintenance with NFS funds. NFS roads that provide access to private inholdings would be good candidates to transfer to county jurisdiction.

Issue 2: Need for access to private lands for landowners and state lands

Action: Maximize cooperation from landowners by proposing to issue a reciprocal easement.

Action: Transfer road jurisdiction to the county.

Action: Enter into a special use agreement with the landowner, stipulating that the permittee has maintenance responsibilities.

Issue 3: Human-caused fire and need for roads as evacuation routes during wildfires.

Action: Reduce road density in areas with high fire risk to reduce the potential for human-caused fires.

Action: Instead of decommissioning roads in high fire risk areas, close them for public use as fire line roads during prescribed burns and wildfires in consultation with the unit's fire staff.

Action: Restrict motorized vehicle use on the Forest to a designated transportation system through travel management.

Action: Utilize traffic devices such as signs and physical barriers that discourage use of unauthorized roads. Natural material to prevent use (downed trees, boulders, etc.) is preferred in most cases, but in situations where previous decommissioning efforts have been unsuccessful, more aggressive artificial means may be employed.

Action: Monitor unauthorized roads after the installation of barriers and other mitigation measures. Keep records of successful and unsuccessful strategies for discouraging travel to improve future rehabilitation projects.

Issue 4: Need for access to firewood and other forest products gathering areas.

Action: Identify areas with supplies of suitable firewood or forest products along open system roads, and provide maps to the public to reduce the use of closed or unauthorized roads.

Issue 5: Known Cultural Resources and Tribal Use/Traditional Cultural Property

Action: After consultation with tribal leaders, identify roads that can be gated to control access. Access may be managed under permits rather than managing a road open for public use.

Action: Transfer jurisdiction and maintenance to permit holders.

Action: Reroute existing roads that impact important heritage sites.

Issue 6: Roads have effects on Wildlife Habitat

Action: Reduce the number of roads located in habitat for species-of-concern and species-of-interest.

Action: Reduce the road width and maintenance level to minimum needed for safe vehicle passage and to meet the intended need in sensitive wildlife areas.

Issue 7: Roads have effects on Watershed Conditions.

Action: Implement the guidelines for mitigating road risks to reduce soil and drainage impacts from roads.

Action: Provide information and education about motor vehicle regulations and responsible use of motorized vehicles on the HIF. Install information boards at area trailheads, recreation sites, and parking areas.

Action: Install route numbers on all system roads at junctions with system and unauthorized routes to assist users with compliance of motor vehicle use regulations.

Action: Educate the public to create an understanding of the problems created by off road driving. Implement an ongoing effort to educate Forest users of the motorized travel policy.

Action: Utilize enforcement to curtail off-road driving. Implement patrols and field presence at appropriate times of year (such as hunting season, holidays, weekends, etc.) in identified areas. This effort is also used to educate users of the travel policy.

Action: Rehabilitate areas damaged by off-route driving.

Issue 8: Roads provide access to the public for recreational purposes

Action: Maintain access to recreation sites that are provided by the Forest Service for public use.

Action: Maintain and update the Motor Vehicle Use Map.

Action: Maintain road signage in accordance with handbook direction.

Issue 9: Roads provide access for general forest management.

Action: During the NEPA process for management activities, consider decommissioning ML1 and other open roads in the project area where a reduced maintenance cost would be realized.

Action: Maintain and update the Motor Vehicle Use Map as roads become closed to administrative use only.

Desired Conditions for the future Transportation System

Ideally, the future road transportation system would have few risks and more benefits, while providing for all Forest uses. The road risk and benefit matrix and recommendations for all roads evaluated during the TAP are summarized in Table 11. Table 12 includes a comparison of the existing road system and the recommended road system. The map of the entire HIF showing the roads recommended for keeping and decommissioning would be at a very large scale and difficult to include in this report. Basic maps for each district showing the roads recommended for keeping and the roads recommended for decommissioning are located in Appendix H. A summary of mileage results by RD are included in Appendix I.

Table 11. Roads risk and benefit matrix and recommendations for all roads.

Ranking		Route Miles		Recommended changes to All Roads by miles*						
Risk	Benefit	Total Miles	Relative %	Keep	Change ML	Convert to Trail	Relocate	Transfer Jurisdiction to County	Decommission	Decommission and Special Use Permit
High	Low	323.2	10	198.8	5.5	2.5	5.5	9.5	93.2	8.2
High	Mod	377	12	303.1	12.8	3.8	3.8	7.8	42	3.7
High	High	124.3	4	88.4	17.4	0.9	0	14.8	0.8	2
Mod	Low	550.4	17	370.8	4.7	1.1	6.5	3.5	159	4.8
Mod	Mod	648.8	20	518.3	15.3	1.3	7	10	84	12.9
Mod	High	140	4	118.3	2.5	0.4	0	17.1	1	0.7
Low	Low	476.3	15	300.7	4.1	2.7	2.3	2.4	159.6	4.5
Low	Mod	527.4	16	417.3	6.7	2.5	4.1	9.2	79	8.6
Low	High	103.9	3	85.9	4	0.1	0	12	0.9	1
Total Miles		3271.3	100	2401.6	73	15.3	29.2	86.3	619.5	46.4
Percent				73	2	0	1	3	19	1

*Mileages derived from current GIS data (September 2015).

Table 12. Comparison of existing road system and recommended road system.

Existing Roads	Mileage of Existing Roads		Mileage of Recommended Roads	
	Miles*	% of Total	Miles*	% of Total
ML 1 Road – Basic Custodial Care (Closed)	790.7	24	490.9	20
ML 2 Road – High Clearance Vehicles	1953.6	60	1573.6	63
ML 3 Road – Suitable for Passenger Vehicles	226.7	7	194.5	8
ML 4 Road – Moderate Degree of User Comfort	265.2	8	212.2	8
ML 5 Road – High Degree of User Comfort	36.3	1	34.0	1
Total	3272.5	100	2505.1	100

*Mileages derived from current GIS data (September 2015).

The 2006 Forest Plan includes road density standards by management area. Table 13 provides a comparison of the existing road densities by management area with the road density results from the TAP recommendations and how that compares with the limits in the Forest Plan.

Table 13. Comparison of existing road densities and recommended road system.

Management Area	Miles of System Roads per Square Mile from the Forest Plan*	Existing Miles of System Roads per Square Mile	Miles of System Roads per Square Mile from the TAP recommendations	Decrease
MA 1.2	3	1.47	1.15	-0.32
MA 2.3	4	1.99	1.56	-0.43
MA 4.2	4	2.30	1.86	-0.44
MA 4.4	4	3.14	2.46	-0.68
MA 4.5	2.5	0.89	0.63	-0.26
MA 5.1 Wilderness	No roads allowed	0.08	0	-0.04
MA 5.1.1	No roads allowed	0.27	0	-0.27
MA 5.1.2	No roads allowed	0.19	0.17	-0.19
MA 6.1	2	0.98	0.38	-0.60
MA 6.2	2.5 (1.5 open)	1.98	1.57	-0.41
MA 6.3	0	1.38	0.49	-3.85
MA 6.4	2.5 (1.5 open)	0.86	0.64	-0.36
MA 7.1	No limit	9.93	9.11	-0.82
MA 8.1 RNAs and Candidate RNAs	1	0.76	0.36	-0.40
MA 8.2 Dukes Experimental Station (Dukes)	4	2.19	0.89	-1.3
MA 8.2/8.4 Dukes/Whitefish WSR Overlap	Included in Dukes limit	1.46	0.92	-0.54

Management Area	Miles of System Roads per Square Mile from the Forest Plan*	Existing Miles of System Roads per Square Mile	Miles of System Roads per Square Mile from the TAP recommendations	Decrease
MA 8.3	2	1.39	1.06	-0.33
MA 8.4	Not specified	0.03	0.03	NA
MA 8.4.1 (Indian WSR)	Not specified	2.41	1.43	-0.98
MA 8.4.2 (Carp WSR)	Not specified	1.91	1.57	-0.34
MA 8.4.3 (Whitefish WSR)	Not specified	2.33	1.06	-1.27
MA 8.4.4 (Sturgeon WSR)	Not specified	1.01	0.73	-0.28
MA 8.4.5 (East Branch Tahquamenon WSR)	Not specified	0.26	0.11	-0.15
MA 8.5	Not specified	1.32	1.08	-0.24

Resources to Maintain and Operate the Forest Transportation System

As stated previously, over the past several years, funding to maintain HIF system roads across the country has decreased dramatically (Figure 1). The goal of the national TAP is to define a safe, fiscally feasible minimum road system that provides the greatest benefit to the largest number of visitors with the least risk to the environment. Annual maintenance needs (Table 13) for the minimum road system exceed \$4 million, a difference of approximately \$1 million when compared to the existing system.

Table 13. Comparison of the road management maintenance costs for the recommended minimum road system and the existing road system.

Existing Roads	Cost of Existing Roads (TAP GIS)		Cost of Recommended Roads (TAP GIS)	
	Miles*	Costs	Miles*	Costs
ML 1 Road – Basic Custodial Care (Closed)	790.7	98,838	490.9	61,363
ML 2 Road – High Clearance Vehicles	1953.6	2,930,400	1573.6	2,360,400
ML 3 Road – Suitable for Passenger Vehicles	226.7	1,042,820	194.5	894,700
ML 4 Road – Moderate Degree of User Comfort	265.2	1,485,120	212.2	1,188,320
ML 5 Road – High Degree of User Comfort	36.3	290,400	34.0	272,000
Total	3272.5	5,847,578	2505.1	4,776,783

*Mileages derived from current GIS data (August 2015). Costs are based on 2015 Region 9 rounded average road maintenance costs.

The HIF also recognizes that there is a potential cost associated with closing, decommissioning, and converting the use of a road; however, these costs vary depending on each road's specific site. For example, some roads may be closed to motor vehicles through natural revegetation of the land resulting in little-to-no cost for road closure. Other roads may require berms, fencing, gates, or heavy equipment for closure, all of which would require varying amount of funding. Sufficient data does not exist to allow the Forest to determine an average cost for closing roads.

By definition, decommissioned roads and ML1 roads have little-to-no annual maintenance costs, so it is assumed for the purposes of this TAP that the total cost per mile for ML 1 roads, decommissioned roads, and converted use roads is \$0.

The HIF Leadership Team also directed the teams to evaluate motorized trail proposals developed by the Hiawathaland Trail Association and the Eastern Upper Peninsula Regional Planning and Development Commission. As part of the TAP, the teams compared the motorized trail proposals with the TAP results. If conflicts with the TAP recommendations were found, the teams re-evaluated the road. If it was determined that the TAP recommendation should remain, an alternative motorized trail route was recommended. On July 16, 2015, a Motorized Trail Proposal Evaluation Meeting was held in Manistique to go through the motorized trail proposals and TAP team recommendations with the proponents and the DNR. The HIF Leadership Team recommended that the groups use the TAP team recommendations and continue to work on developing options for motorized trails development with HIF input.

Step 6: Reporting

Purpose

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

Key Findings of the Analysis

The study teams evaluated a total of 5,427 routes totaling about 3,273 miles for the HIF, divided into Ranger Districts as depicted in Table 14.

Table 14. Existing and recommended road mileage and costs by RD.

Existing Roads	Cost of Existing Roads (NRM)		Cost of Recommended Roads (TAP GIS)	
	Miles*	Costs	Miles*	Costs
Munising RD				
ML 1 Road – Basic Custodial Care (Closed)	228	28,500	127.5	15,938
ML 2 Road – High Clearance Vehicles	424.4	636,600	361.2	541,800
ML 3 Road – Suitable for Passenger Vehicles	37.7	173,420	28.2	129,720
ML 4 Road – Moderate Degree of User Comfort	45.2	253,120	34.1	190,960
ML 5 Road – High Degree of User Comfort	12.3	98,400	10.8	86,400
Subtotal	747.6	1,190,040	561.8	964,818
Rapid River/Manistique RD				
ML 1 Road – Basic Custodial Care (Closed)	277.0	34,625	164.0	20,500
ML 2 Road – High Clearance Vehicles	896.1	1,344,150	683.2	1,024,800
ML 3 Road – Suitable for Passenger Vehicles	60.6	278,760	54.1	248,860
ML 4 Road – Moderate Degree of User Comfort	107.6	602,560	79.1	442,960
ML 5 Road – High Degree of User Comfort	8.2	65,600	8.2	65,600
Subtotal	1349.5	2,325,695	988.6	1,802,720
Sault Ste. Marie RD				
ML 1 Road – Basic Custodial Care (Closed)	120.5	15,063	82.0	10,250
ML 2 Road – High Clearance Vehicles	504.3	756,450	429.0	643,500
ML 3 Road – Suitable for Passenger Vehicles	67.3	309,580	55.6	255,760
ML 4 Road – Moderate Degree of User Comfort	78.0	436,800	64.7	362,320
ML 5 Road – High Degree of User Comfort	6.2	49,600	6.2	49,600
Subtotal	776.3	1,567,493	637.5	1,321,430
St. Ignace RD				
ML 1 Road – Basic Custodial Care (Closed)	165.2	20,650	117.4	14,675
ML 2 Road – High Clearance Vehicles	128.8	193,200	100.0	150,000
ML 3 Road – Suitable for Passenger Vehicles	61.1	281,060	56.6	260,360
ML 4 Road – Moderate Degree of User Comfort	34.3	192,080	34.3	192,080
ML 5 Road – High Degree of User Comfort	9.6	76,800	8.7	69,600
Subtotal	399.0	763,790	317	686,715
Total	3272.5	5,847,018	2505.1	4,775,683

*Mileages derived from current GIS data (August 2015). Costs are based on 2015 Region 9 rounded average road maintenance costs.

The teams recommended the decommissioning of 767 miles of road for an estimated annual savings of \$1,071,335. However, the annual average budget of \$1,836,000 will not be sufficient

for the estimated annual cost of maintenance and construction of the remaining roads, which totals \$4,775,683. As stated previously and in Appendix D, the Region 9 average road maintenance costs may be an overestimate of the actual annual costs on the HIF. According to Forest Engineer Greg Gardner, annual costs for ML 1 and 2 roads would be less than those shown in Table 3.

Regardless of the overestimation, the annual budget is projected to be insufficient for road construction and maintenance needs. The study teams did an in-depth evaluation of the Forest system roads to achieve a minimum road system. The Forest needs roads to manage the landscape, get products to market, access recreation sites, manage hazardous fuels and prepare for potential wildfire.

To lower road construction and maintenance costs, the study teams made recommendations for transferring the jurisdiction or at least sharing maintenance for several ML 3, 4 and 5 roads currently accessing larger populations or developments to the County for leadership to consider. They also recommended transferring the jurisdiction of one or two roads to one of the tribes. In addition to the decommissioning of 767 miles of roads, it was recommended to change the maintenance level on several roads that are not being maintained to the standard necessary to achieve that maintenance level.

A strategy will need to be developed to better take advantage of alternative sources of funding, such as stewardship contracting and timber sales. Eventually, Good Neighbor Authority agreements could be explored as another alternative source of funding for road maintenance needs.

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Appendix A

Glossary of

Travel Management Terminology

Glossary of Travel Management Terminology

(From FSM 7705 and Infra Travel Routes Data Dictionary)

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 NFS (36 CFR 212.1).

Administrative Use Road. Any NFS road that is not a public road. An administrative use road may be closed to the public by use of a gate or by prohibition issued in a road use order. Administrative use roads are not shown on Motor Vehicle Use Maps. (FSM 7730.5, FSH 7709.56.40.5, FSH 7709.59.405)

All-Terrain Vehicle (ATV). A type of off-highway vehicle that travels on three or more low-pressure tires; has handle-bar steering; is less than or equal to 50 inches in width; and has a seat designed to be straddled by the operator.

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

Arterial Road. An NFS road that provides service to large land areas and usually connects with other arterial roads or public highways.

Bridge. A road or trail structure, including supports, erected over a depression or obstruction such as water, a road, trail or railway and having a deck for carrying traffic or other loads.

Closed Road. A road that has been put into storage between intermittent use periods. Both administrative and public motorized uses have been either eliminated or prohibited. These roads are placed into operational maintenance level 1, and are perpetuated for future administrative (project) uses. These roads are kept on the transportation inventory but are not shown on Motor Vehicle Use Maps.

Collector Road. An NFS road that serves smaller areas than an arterial road and that usually connects arterial roads to local roads or terminal facilities.

Designated Road, Trail, or Area. An NFS road, an NFS trail, or an area on NFS lands that is designated for motor vehicle use pursuant to 36 CFR 212.51 on an MVUM (36 CFR 212.1).

Engineering Analysis. An analysis and evaluation conducted by a qualified engineer or under the supervision of a qualified engineer of an NFS road, road segment, or road system being considered for motorized mixed use. The analysis and evaluation may include recommended mitigation measures. The analysis may be simply documentation of engineering judgment or may be a more complex engineering report that includes many factors related to motorized mixed use.

Engineering Judgment. The evaluation of available information and the application of engineering principles, standards, guidance, and practices for the purpose of considering motorized mixed use of a road. Engineering judgment shall be exercised by a qualified engineer or by an individual who is working under the supervision of a qualified engineer and who is applying procedures and criteria established by the qualified engineer.

Engineering Report. A report that analyzes risk factors pertaining to a proposed designation of a road for motorized mixed use, that is signed by a qualified engineer, and that is presented to the responsible official. The report may identify alternatives, as well as risks associated with those alternatives, for mitigation of factors contributing to the probability and severity of crashes.

Forest Road or Trail. A road or trail wholly or partly within or adjacent to and serving the NFS that the Forest Service determines is necessary for the protection, administration, and utilization of the NFS 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 NFS roads, NFS trails, and airfields on NFS lands (36 CFR 212.1).

Forest Transportation System Management. Travel planning, analysis, designation of roads, trails and areas for motor vehicle use, recordkeeping, scheduling, construction, reconstruction, maintenance, decommissioning, and other operations undertaken to achieve environmentally sound, safe, and cost-effective access for the use, enjoyment, protection, administration, and management of NFS lands.

Highway-Legal Vehicle. Any motor vehicle that is licensed or certified under state law for general operation on all public roads in the state. Operators of highway-legal vehicles are subject to state traffic law, including requirements for operator licensing.

Jurisdiction Over a Forest Transportation Facility. The legal right to control or regulate use of a forest transportation facility derived from title, an easement, an agreement, or other similar source.

Local Road. An NFS road that connects a terminal facility with collector roads, arterial roads, or public highways and that usually serves a single purpose involving intermittent use.

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

- a. A vehicle operated on rails; and
- b. 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 NFS (36 CFR 212.1).

Motorcycle. A two-wheeled motor vehicle on which the two wheels are not side-by-side but in line.

Motorized Mixed Use. Designation of an NFS road for use by both highway-legal and non-highway-legal motor vehicles.

National Environmental Policy Act (NEPA) procedures. The rules, policies, and procedures governing agency compliance with the National Environmental Policy Act set forth in 50 CFR parts 1500-1508, 7 CFR part 1b, Forest Service Manual Chapter 1950, and Forest Service Handbook 1909.15. (36 CFR 251.51)

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 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 local public road authority (36 CFR 212.1).

Non-Highway-Legal Vehicle. Any motor vehicle that is not licensed or certified under state law for general operation on all public roads within the state. Operators of non-highway-legal vehicles are subject to state requirements, if any, for licensing and operation of the vehicle in question.

Objective Maintenance Level. The maintenance level to be assigned at a future date considering future road management objectives, traffic needs, budget constraints, and environmental concerns. The objective maintenance level may be the same as, or higher or lower than, the operational maintenance level. The transition from operational maintenance level to objective maintenance level may depend on reconstruction or disinvestment. (FSH 7709.59, 62.3)

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).

Open Road. A road that has been placed into operational maintenance level 2-5. Both administrative use roads and public use roads are considered to be open roads.

Open to Public Travel. Except during scheduled periods, extreme weather conditions, or emergencies, open to the general public for use with a standard passenger auto, without restrictive gates or prohibitive signs or regulations, other than for general traffic control or restrictions based on size, weight, or class of registration. (23 CFR 660.103)

Operational Maintenance Level. The maintenance level currently assigned to a road considering today's needs, road condition, budget constraints, and environmental concerns. It defines the level to which the road is currently being maintained. (FSH 7709.59, 62.3)

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).

Primitive Area. An area within the NFS classified as primitive on the effective date of the Wilderness Act, September 3, 1964 (36 CFR 261.2).

Private Road. A road under private ownership authorized by an easement granted to a private party or a road that provides access pursuant to a reserved or outstanding right.

Public Road. A road under the jurisdiction of and maintained by a public road authority and open to public travel (23 U.S.C. 101(a)).

Qualified Engineer. An engineer who by experience, certification, education, or license is technically trained and experienced to perform the engineering tasks specified and who is designated by the Regional Office Director of Engineering.

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 restoration of unneeded roads to a more natural state. Decommissioned roads are not planned to be used again in the future and are removed from the transportation inventory.

Road Maintenance. Ongoing upkeep of a road necessary to maintain or restore the road in accordance with its road management objectives (FSM 7714).

Road Maintenance Levels. 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.

1. LEVEL 1. These are roads that have been placed in storage between intermittent uses. The period of storage must exceed 1 year. Basic custodial maintenance is performed to prevent damage to adjacent resources and to perpetuate the road for future resource management needs. 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" all traffic. These roads are not shown on motor vehicle use maps.

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 available and suitable for non-motorized uses.

2. LEVEL 2. Assigned to roads open for use by high clearance vehicles. Passenger car traffic, user comfort, and user convenience are not considerations. Warning signs and traffic control devices are not provided with the exception that some signing, such as W-18-1 "No Traffic Signs," may be posted at intersections. Motorists should have no expectations of being alerted to potential hazards while driving these roads. 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:

- a. Discourage or prohibit passenger cars, or
- b. Accept or discourage high clearance vehicles.

3. 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. The Manual on Uniform Traffic Control Devices (MUTCD) is applicable. Warning signs and traffic control devices are provided to alert motorists of situations that may violate expectations.

Roads in this maintenance level are typically low speed with single lanes and turnouts. Appropriate traffic management strategies are either "encourage" or "accept." "Discourage" or "prohibit" strategies may be employed for certain classes of vehicles or users.

4. 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. Manual on Uniform Traffic Control Devices is applicable. The most appropriate traffic management strategy is "encourage." However, the "prohibit" strategy may apply to specific classes of vehicles or users at certain times.

5. 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. Manual on Uniform Traffic Control Devices is applicable. The appropriate traffic management strategy is "encourage."

Road Management Objectives (RMO). RMOs document the intended purpose of an individual road in providing access to implement a land and resource management plan as well as decisions about applicable standards for the road. RMOs should be based on management area direction and access management objectives. RMOs contain design criteria, operation criteria, and maintenance criteria. (FSM 7709.59.11)

Road Storage. Short-term or long-term actions taken to place roads into operational maintenance level 1, (closed). Road storage activities are focused on altering or maintaining drainage facilities and runoff patterns to prevent damage to adjacent resources and to perpetuate the road for resource management needs at some point in the future.

Road Subject to the Highway Safety Act. An NFS road that is open to public use in a standard passenger car, including a road with access restricted on a seasonal basis and a road closed during extreme weather conditions or for emergencies, but which is otherwise open to public travel.

Road Use Order. An order that institutes or terminates traffic rules on NFS roads (36 CFR 261.54; FSM 5330.13). (FSM 7730.5)

Road Use Permit. A written authorization issued pursuant to Title 36, Code of Federal Regulations, part 212, Subpart A, that allows an act or omission on an NFS road or NFS road segment and associated transportation facilities that would otherwise be in violation of a traffic rule in effect on the road, including:

1. Use of a closed road to access non-federal property (36 CFR 212.6(b));
2. Commercial hauling on a road where that use is otherwise restricted (36 CFR 212.9(d) and 261.54); and
3. Motor vehicle use on an NFS road that is not designated for that purpose (36 CFR 212.51(a)(8)). (FSM 7730.5)

Route. A road or trail.

Special Use Authorization. A permit, term permit, lease, or easement which allows occupancy, use, rights, or privileges of National Forest System land. (36 CFR 251.51, 36 CFR 261.2)

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 a forest trail and that is not included in a forest transportation atlas (36 CFR 212.1).

Terminal Facility. A transfer point between the forest transportation system and forest resources served by the system, or between different transportation modes, including parking areas, turnouts, boat ramps and docks, trailheads, marine access facilities, airfields, and heliports.

Traffic Management Strategies. Options for managing traffic on NFS roads where appropriate to control traffic. Use one or a combination of the following five strategies for different modes of travel:

Encourage use - Encourage use consistent with the condition of the road and its Road Management Objectives (FSH 7709.59).

Accept use - Accept, but do not encourage, use by vehicles that are suitable for the road.

Discourage use - Discourage some or all types of motor vehicle use.

Eliminate use - Eliminate use by blocking access to the road by motor vehicles.

Prohibit use - Prohibit motor vehicle use. (FSM 7731.11)

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).

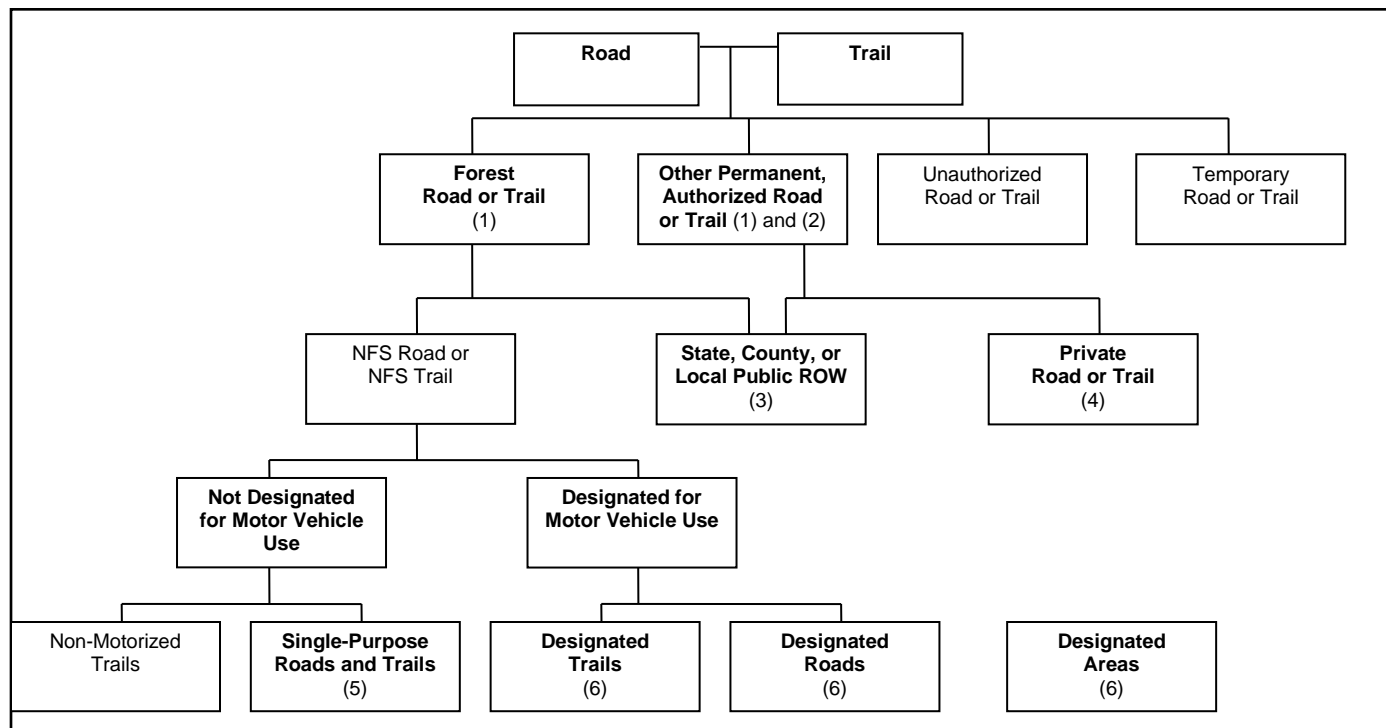
Travel Management Atlas. An atlas that consists of a forest transportation atlas and an MVUM or MVUMs (36 CFR 212.1).

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).

Wheelchair or Mobility Device. A device, including one that is battery-powered, that is designed solely for use by a mobility-impaired person for locomotion; that is suitable for use in an indoor pedestrian area; and that may be used by a person whose disability requires its use anywhere that foot travel is permitted (Title V, sec. 507c, of the Americans With Disabilities Act and 36 CFR 212.1).(FSM 2352.05, FSH 2309.18.05)

7705 – Exhibit 01

TRAVEL MANAGEMENT TERMINOLOGY



- (1) Included in a forest transportation atlas.
- (2) Includes permanent public and private roads authorized by a written instrument that are not necessary for use of the NFS.
- (3) Includes forest highways, as well as other public roads authorized by a legally documented right-of-way. Should be shown on an MVUM as “other public roads.”
- (4) Includes permanent, private authorized roads that are not necessary for use of the NFS (e.g., roads that provide access to private land within the NFS).
- (5) Includes Maintenance Level 1 roads and other forest roads not designated for motor vehicle use (e.g., a road that provides access for summer maintenance and repair of a ski area chair lift or a road that provides access to a mining claim on NFS lands).
- (6) Included on an MVUM.

Appendix B

Science-based Analysis (Risk/Benefit)

Relationship to the

Watershed Condition Framework

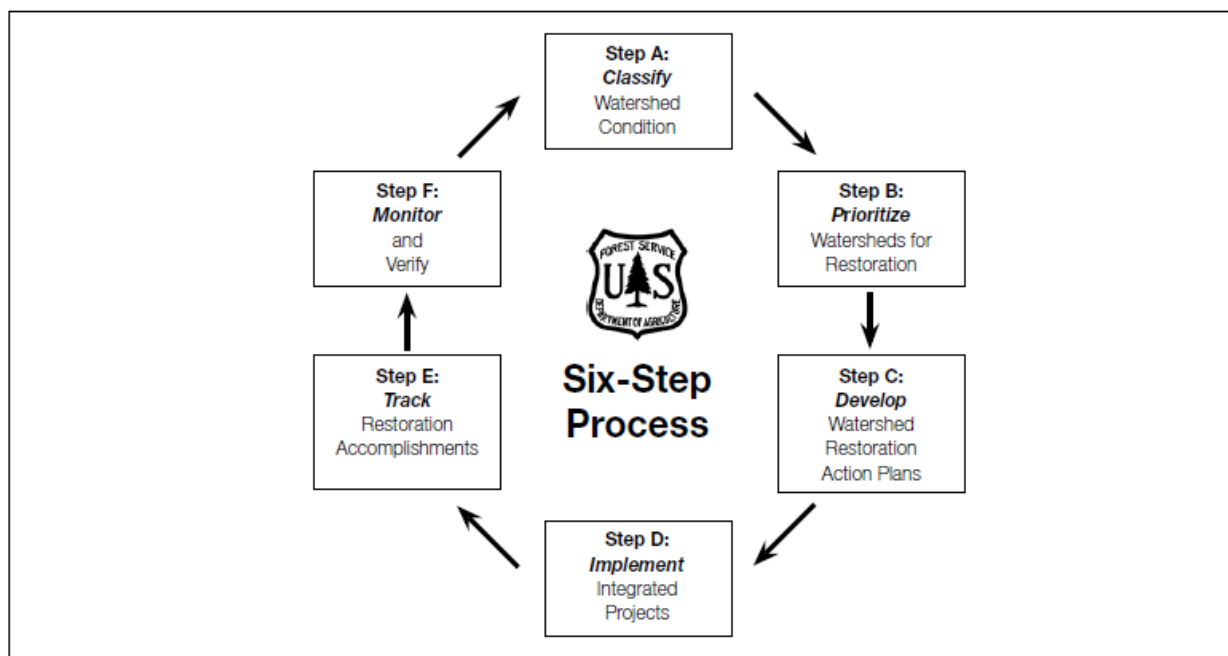
During the recent Travel Management Subpart A (TAP) conference calls with Eastern Region units (scheduled by the Regional Office), several questions were asked about the following statement found in the Travel Management Guidance Document for the science-based analysis:

“Units should consider integration of the steps contained in the Watershed Condition Framework (WCF) with the six TAP steps to eliminate redundancy and ensure an iterative and adaptive approach for both processes.”

BACKGROUND

The WCF provides a consistent way to evaluate watershed condition at both the National and Forest levels. The scope of the WCF is broad and encompasses multiple resource areas, as does the TAP. The six-step process for WCF is displayed in Figure 1 (FS-977, page 8, May 2011). Eastern Region units have completed Steps A-C and are currently implementing the WCF process at Step D (Figure 1).

Figure 1.—Conceptual diagram of the six-step watershed condition framework process.



Regional guidance for the TAP states that the responsible official should follow the six-step process found in FSH 7709.55, Chapter 20, Travel Analysis. Below displays the relationship between the six-step TAP and related steps of the WCF:

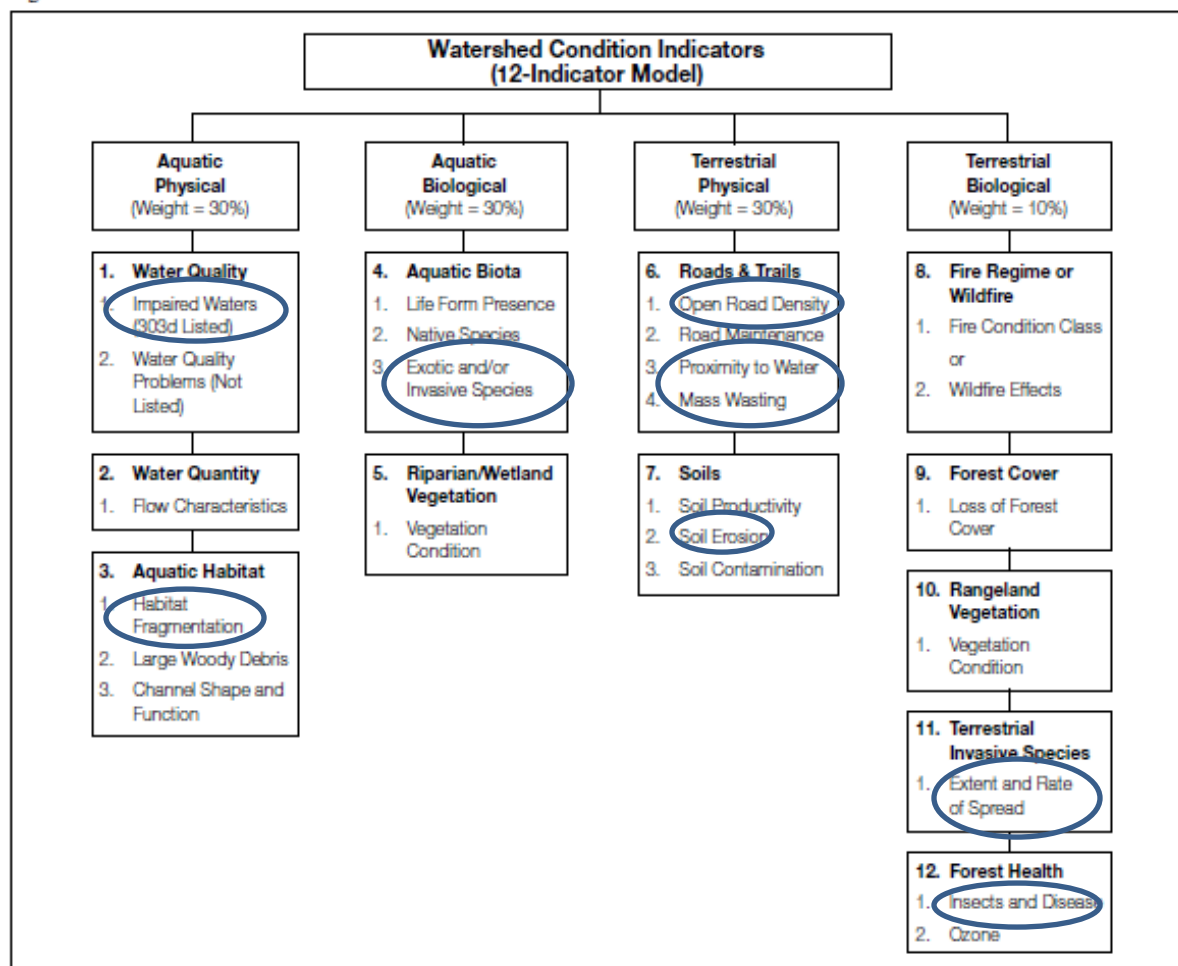
- 1. Setting Up The Analysis
 - 2. Describing the Situation
 - 3. Identifying Issues
 - 4. Assessing Benefits, Problems, and Risks
 - 5. Describing Opportunities and Setting Priorities
 - 6. Reporting
- } Steps A-B of WCF

Steps A and B of WCF most closely align with the TAP (see above). The six-step process for Travel Management was not intended to be fully compatible with the six-step process for WCF.

However, there are commonalities. Step A of the WCF requires Eastern Region units to classify watershed condition using the 12-Indicator Model (Figure 2). There are three Condition Classes for watersheds. Prioritization of watersheds is the Step B task of the WCF and is left to the discretion of the units. Blue ovals (Figure 2) identify the WCF indicators that were identified as Issues (Step 3 of the TAP) necessary to determine the risks associated with system roads.

Subject matter experts (SMEs) used these indicators to develop the Risk/Benefit questions for the TAP. Remaining WCF indicators were determined to be more appropriate for environmental analysis during a project-level NEPA process. Project-level NEPA proposals would incorporate the results of the TAP as well as project-related activities and issues that are not addressed in the TAP.

Figure 2.—Core national watershed condition indicators and attributes.



Our Region’s science-based analysis TAP integrates diverse information, primarily from Natural Resource Manager (NRM) corporate data, to provide positive, negative, or neutral interpretation of causes or consequences related to the existing road system. Opportunities and

recommendations described in each unit’s final Travel Analysis Report should connect findings from the TAP to road-related objectives described in the land management plan. Ultimately, information generated from the TAP will be useful to develop future project-level NEPA proposals. These proposals can address, for example, adjusting road operation strategies, decommissioning existing roads, converting roads to other uses, relocating roads, or adding roads to the current road system.

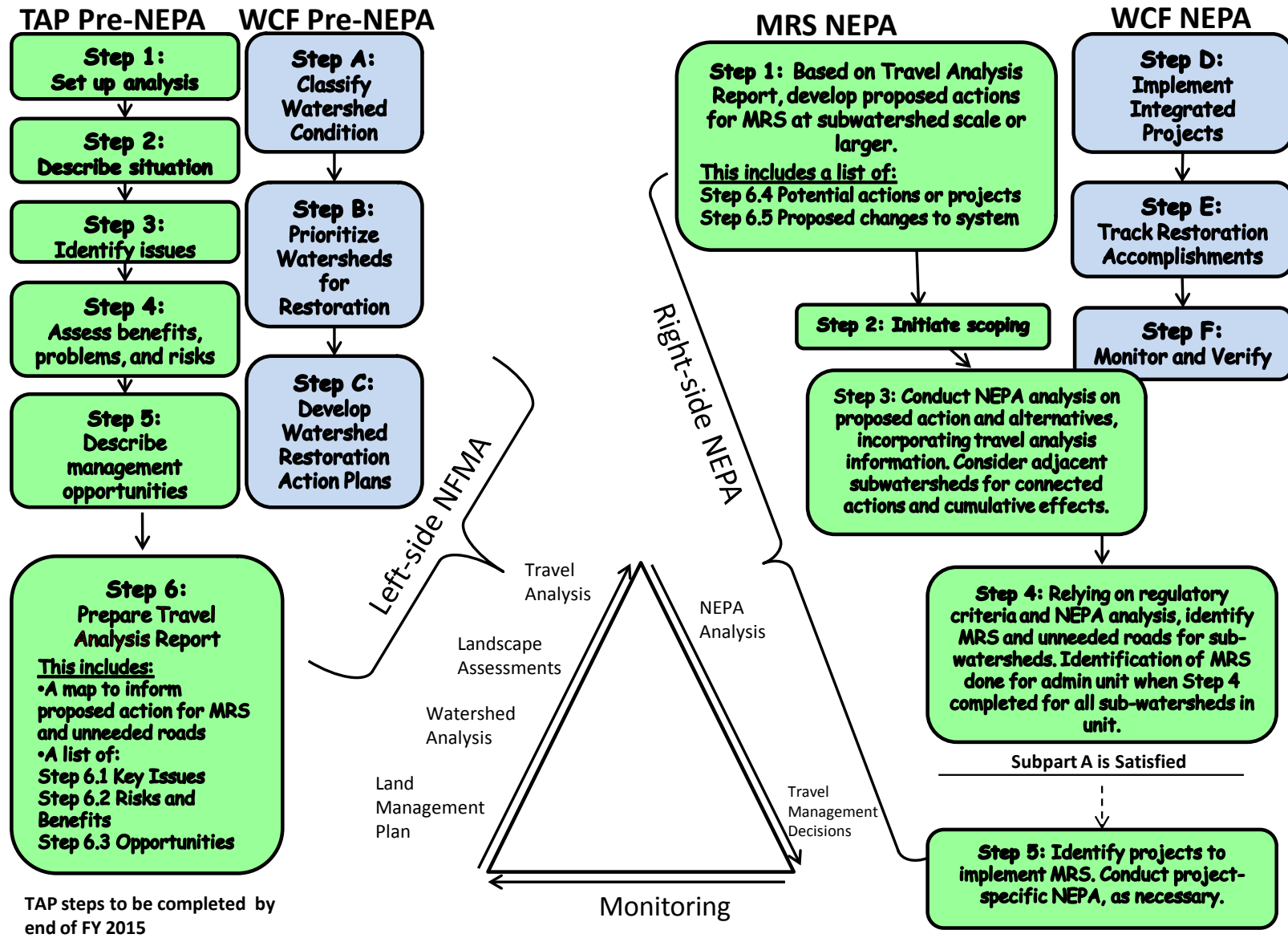
Table 1. Relationship of the cross-walk between the WCF Indicators and Risk/Benefit Questions (comparing the WCF Technical Guide to the TAP Data Resource Guide).

Watershed Condition Framework Technical Guide	Risk-Benefit Questions and Data Resource Guide
Aquatic Physical 1) Water Quality 1- Impaired Waters-303(d) sediment (Page 14) 3) Aquatic Habitat 1- Habitat Fragmentation (Page 19)	WAB2-Risk (Page 26) WAB3-Risk (Pages 26-27)
Aquatic Biological 4) Aquatic Biota 3- Aquatic Invasive Species (Page 21)	IS3-Risk (Page 16)
Terrestrial Physical 6) Road and Trails 1- Open Road Density (Page 26) 3- Proximity to Water (Page 26) 4- Mass Wasting (Page 26) 7) Soils 2- Soil Erosion (Page 29)	WL1-Risk (Page 19) WAB1-Risk (Page 26) SOILS1-Risk (Page 29) SOILS2-Risk (Pages 29-30) SOILS3-Risk (Pages 30-31)
Terrestrial Biological 11) Invasive Species 1- Extent and Rate of Spread (Page 38) 12) Forest Health 1- Insects and Disease (Page 38)	IS1-Risk (Pages 14-16) IS2-Risk (Pages 14-16) VFS1-Benefit (Pages 27-28)

R. Nick Schmal

03/04/13

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Appendix C

Detailed Road Recommendations

Recommendation for roads may be duplicated in several tables. Different recommendations were made for different segments of road. For example, one segment of road may have been recommended for decommissioning through a wetland and another segment of the same road may have been recommended to be converted to trail, so the same road will be in the table for roads recommended to decommission and the roads recommended to be converted to trail.

Justification details were only given for those roads recommended for decommissioning in whole or in part. Information on the justification for other recommendations is available upon request.

East Zone

East Zone roads recommended to decommission.

ID	NAME	Risk Category	Benefit Category	Comments
3005	HAYWARD SCHOOL SPUR 3005	LOW	MEDIUM	Designated roadless area
3009	SHERMAN	HIGH	MEDIUM	Risks of heritage impacts and known NNIP occurrence
3022A	CARL SPUR A	LOW	LOW	Old growth and risk of soil impacts
3022B	CARL SPUR B	MEDIUM	MEDIUM	Some segments go through old growth and risk of watershed impacts
3029D	MAYNARD SPUR D	LOW	LOW	Not needed for administrative use
3035A	RACO PRAIRIE SPUR A	LOW	MEDIUM	Not needed for administrative use
3038	MID SECTION 22	LOW	MEDIUM	Not necessary for administrative use can be maintained as a fire break
3052B	MISSION HILL SPUR B	MEDIUM	MEDIUM	Not needed for administrative use and Known NNIP occurrence
3052C	MISSION HILL SPUR C	LOW	MEDIUM	Not needed for administrative use
3054	CROSSOVER	LOW	LOW	Not needed for administrative use
3075B	NARNEY SPUR B	LOW	LOW	Not needed for administrative use
3081A	RASPBERRY SPUR A	HIGH	LOW	Risk of soil impacts
3084A	34 HILLS SPUR A	MEDIUM	LOW	Risk of heritage and soil impacts
3104A	CASTLE ROCK SPUR A	MEDIUM	LOW	Risk of soil impacts

ID	NAME	Risk Category	Benefit Category	Comments
3105B	ROUND LAKE SPUR B	LOW	LOW	Not needed for administrative use
3105CA	ROUND LAKE SPUR CA	LOW	LOW	Not needed for administrative use
3108A	BREVOORT CAMP SPUR A	MEDIUM	LOW	Not needed for administrative use and known NNIP occurrence
3108D	BREVOORT CAMP SPUR D	MEDIUM	LOW	Risk of heritage impacts and known NNIP occurrence
3108H	BREVOORT CAMP SPUR H	HIGH	LOW	Known NNIP occurrence and not needed for administrative use
3110A	MAPLE SPUR A	LOW	LOW	Old growth and not needed for administrative use
3113C	AKRIGG ROAD SPUR C	MEDIUM	LOW	Risk of soil impacts
3113G	AKRIGG ROAD SPUR G	MEDIUM	LOW	Risk of soil impacts
3113JA	AKRIGG ROAD SPUR JA	MEDIUM	LOW	Risk of soil impacts
3114E	GUARD LAKE SPUR E	HIGH	LOW	Not needed for administrative use and known NNIP occurrence
3116C	SPRING ROAD SPUR C	MEDIUM	LOW	Risk of soil impacts
3116G	SPRING ROAD SPUR G	MEDIUM	LOW	Risk of heritage and soil impacts
3124A	BURMA GRADE SPUR A	LOW	MEDIUM	Not needed for administrative use
3124EF	BURMA GRADE SPUR EF	LOW	LOW	Not needed for administrative use
3124G	BURMA GRADE SPUR G	LOW	MEDIUM	Not needed for administrative use
3124J	BURMA GRADE SPUR J	MEDIUM	LOW	Not needed for administrative use
3131F	SULLIVAN SPUR F	HIGH	LOW	Risk of soil and watershed impacts and known NNIP occurrence
3131G	SULLIVAN SPUR G	LOW	LOW	Not needed for administrative use
3131M	SULLIVAN SPUR M	LOW	LOW	Not needed for administrative use
3137A	PINE RIVER SPUR A	MEDIUM	MEDIUM	Risk of watershed impacts

ID	NAME	Risk Category	Benefit Category	Comments
3139F	DICK SPUR F	MEDIUM	MEDIUM	Not needed for administrative use
3140	PINE RIVER DISPERSED	LOW	MEDIUM	Not needed for administrative use
3142C	STRONGS ROAD SOUTH SPUR C	LOW	MEDIUM	Not needed for administrative use
3144E	NO DOE SPUR E	LOW	LOW	Not needed for administrative use
3144J	NO DOE SPUR J	HIGH	LOW	Risk of soil impacts
3145D	HENDRIE RIVER SPUR D	MEDIUM	LOW	Old growth and not needed for administrative use
3150HA	OLD LK SHORE DR SPUR HA	HIGH	LOW	Risk of soil and watershed impacts
3150K	OLD LK SHORE DR SPUR K	MEDIUM	LOW	Old growth and risk of soil impacts
3156B	CAD SOO SPUR B	LOW	LOW	Semi-primitive nonmotorized area and not needed for administrative use
3156E	CAD SOO SPUR E	MEDIUM	LOW	Not needed for administrative use and known NNIP occurrence
3157DA	REXFORD NORTH SPUR DA	LOW	MEDIUM	Not needed for administrative use
3159I	SALT POINT SPUR I	LOW	LOW	Not needed for administrative use
3159Y	SALT POINT SPUR Y	LOW	LOW	Not needed for administrative use
3163A	OLD CASTLE ROCK SPUR A	HIGH	MEDIUM	Risk of soil and watershed impacts
3167	CHAPEL	MEDIUM	LOW	Wilderness and risk of soil impacts
3167A	CHAPEL SPUR A	MEDIUM	LOW	Wilderness and risk of soil impacts
3172E	SCHLEHUBER SPUR E	MEDIUM	LOW	Risk of soil impacts
3174	SPUR S134C	HIGH	LOW	Risk for soil and watershed impacts and known NNIP occurrence
3180A	LUMPSON CREEK SPUR A	MEDIUM	MEDIUM	Risk of wildlife impacts and not necessary for administrative use
3193	MARSH	HIGH	LOW	Risk of heritage impacts and known NNIP occurrence

ID	NAME	Risk Category	Benefit Category	Comments
3194	YELLOWHAMMER	LOW	LOW	Not needed for administrative use
3199	HENDRIE NORTHWEST	HIGH	MEDIUM	Old growth and risk of soil and watershed impacts
3200A	KIRKLAND SPUR A	LOW	MEDIUM	Not needed for administrative use
3203	SECTION LINE	LOW	LOW	Not needed for administrative use
3222	THEDE	LOW	MEDIUM	Old growth and not needed for administrative use
3223A	AIRFIELD SPUR A	LOW	MEDIUM	Not needed for administrative use
3224A	MISSILE SPUR A	LOW	MEDIUM	Not needed for administrative use
3248	NO NAME ROAD	HIGH	MEDIUM	Known NNIP occurrence and not needed for administrative use
3303A	BREVOORT RIVER SPUR A	HIGH	MEDIUM	Risk of soil and watershed impacts and known NNIP occurrence
3309B	EDISON SPUR B	MEDIUM	LOW	Risk of soil impacts
3309C	EDISON SPUR C	LOW	LOW	Not needed for administrative use
3309D	EDISON SPUR D	MEDIUM	LOW	Risk of soil impacts
3312	OLD TOWER	LOW	LOW	Not needed for administrative use
3314	COON TRACK	LOW	MEDIUM	Not needed for administrative use
3320A	ROCK SPRING SPUR A	HIGH	LOW	Risk of soil impacts and known NNIP occurrence
3323A	SYLVESTER SPUR A	HIGH	MEDIUM	Risk of soil and watershed impacts
3323E	SYLVESTER SPUR E	LOW	LOW	Short segment in old growth and not needed for administrative use
3327	EAST LAKE BRANCH CARP RIVER	HIGH	MEDIUM	Old growth and known NNIP occurrence
3327D	EAST LAKE BR CARP RIVER SPUR D	HIGH	LOW	Not needed for administrative use and known NNIP occurrence
3329B	TAYLOR CREEK SPUR B	HIGH	LOW	Risk of soil impacts and known NNIP occurrence

ID	NAME	Risk Category	Benefit Category	Comments
3329E	TAYLOR CREEK SPUR E	MEDIUM	LOW	Risk of soil impacts
3333	BETWEEN	HIGH	MEDIUM	Known NNIP occurrence and not needed for administrative use
3337	INDIAN CAMP	MEDIUM	LOW	Risk of heritage impacts and not needed for administrative use
3339B	HAYWARD SCHOOL SPUR B	LOW	LOW	In roadless area and not needed for administrative use
3346	BIG BLUFF	LOW	LOW	In roadless area and not needed for administrative use
3348A	NAUGLE CREEK SPUR A	MEDIUM	MEDIUM	Old growth and risk of soil impacts
3349	M-123 SPUR 3349	HIGH	LOW	Risk of watershed and soil impacts
3363	OLD LOOP	MEDIUM	LOW	Not needed for administrative use
3364A	DISHPAN SUR A	LOW	MEDIUM	Not needed for administrative use
3367B	PROCTOR LAKE SPUR B	MEDIUM	LOW	Not needed for administrative use
3370B	FOX HILL SPUR B	LOW	LOW	Segment goes through old growth and not needed for administrative use
3370CA	FOX HILLS SPUR CA	LOW	MEDIUM	Not needed for administrative use
3371	FH-8 SPUR 3371	HIGH	LOW	Risk of soil and watershed impacts and known occurrence of NNIP
3375C	PINE STUMP SPUR C	LOW	LOW	Not needed for administrative use
3376A	CROSS COUNTRY SPUR A	LOW	LOW	Not needed for administrative use
3382A	KENNETH SOUTH SPUR A	HIGH	LOW	Risk of soil impacts and known NNIP occurrence
3386	CARP HAUL	MEDIUM	LOW	Short segment goes through old growth and risk of soil impacts
3389	THREE C	HIGH	MEDIUM	Not needed for administrative use and known NNIP occurrence
3394	EM	MEDIUM	MEDIUM	Risk of soil impacts
3398	RED PINE	MEDIUM	MEDIUM	Not needed for long-term administrative use

ID	NAME	Risk Category	Benefit Category	Comments
3405	ED-AK	MEDIUM	LOW	Risk of soil impacts
3407B	BEECHWOOD SPUR B	LOW	LOW	Not needed for administrative use
3408A	KITCHEN CREEK SPUR A	LOW	LOW	Not needed for administrative use
3421A	ERIC SPUR A	HIGH	LOW	Known NNIP occurrence and not needed for administrative use
3421B	ERIC SPUR B	HIGH	LOW	Known NNIP occurrence and not needed for administrative use
3422	BILBEE EAST	HIGH	MEDIUM	Known NNIP occurrence and not needed for administrative use
3425E	I 75 NORTH ACCESS SPUR E	MEDIUM	LOW	Risk of soil impacts
3425H	I-75 NORTH ACCESS SPUR H	MEDIUM	LOW	Risk of soil impacts
3425I	I-75 NORTH ACCESS SPUR I	MEDIUM	LOW	Risk of soil impacts
3427B	OVERTIME SPUR B	MEDIUM	LOW	Risk of soil impacts
3427C	OVERTIME SPUR C	MEDIUM	LOW	Risk of soil impacts
3434B	HARTWICK SPUR B	MEDIUM	MEDIUM	Risk of heritage and soil impacts
3434D	HARTWICK SPUR D	LOW	LOW	Not needed for administrative use
3436G	SEARCH BAY SPUR G	MEDIUM	LOW	Risk of soil impacts
3444A	RILEY LAKE SPUR A	HIGH	LOW	Risk of soil and watershed impacts
3444B	RILEY LAKE SPUR B	MEDIUM	LOW	Old growth and risk of soil impacts
3444C	RILEY LAKE SPUR C	MEDIUM	LOW	Risk of soil impacts
3445	WEISS	HIGH	MEDIUM	Old growth and risk of soil and watershed impacts
3445B	WEISS SPUR B	MEDIUM	LOW	Risk of soil impacts
3447	POINTER	MEDIUM	LOW	Not needed for administrative use and known NNIP occurrence

ID	NAME	Risk Category	Benefit Category	Comments
3448	RED HOT NORTH	LOW	MEDIUM	Not needed for administrative use
3449	SIMONS	LOW	LOW	Not needed for administrative use
3449A	SIMONS SPUR A	MEDIUM	LOW	Risk of soil impacts
3452	DOYLE RD	MEDIUM	LOW	Not needed for administrative use
3457C	SCHAEFFER SPUR C	MEDIUM	MEDIUM	Not needed for administrative use and known NNIP occurrence
3457D	SCHAEFFER SPUR D	MEDIUM	LOW	Not needed for administrative use and known NNIP occurrence
3465	CARP RIVER NORTH	LOW	LOW	Risk of wetland impacts
3477A	GILLE SPUR A	LOW	LOW	Not needed for administrative use
3485A	SONGBIRD SPUR A	LOW	LOW	Not needed for administrative use
3487C	JODY SPUR C	HIGH	LOW	Risk of heritage impacts and known NNIP occurrence
3491	PINE STRAIGHT	MEDIUM	MEDIUM	Not needed for administrative use and risk of soil impacts
3493	PELT	LOW	MEDIUM	Not needed for administrative use
3493A	PELT SPUR A	MEDIUM	MEDIUM	Risk of heritage impacts and not needed for administrative use
3555A	RYAN SPUR A	HIGH	MEDIUM	Risk of soil and wildlife impacts
3578D	RACO SPUR D	LOW	MEDIUM	Not needed for administrative use
3580B	KADDATZ SPUR B	HIGH	LOW	Not needed for administrative use and known NNIP occurrence
3581A	NORTH ONE SPUR A	LOW	MEDIUM	Not needed for administrative use could be maintained as a fire lane
3687E	CAD SOO SPUR E	LOW	LOW	Not needed for administrative use
3689A	M-123 SPUR 3689 SPUR A	LOW	LOW	Not needed for administrative use
3705	TWO TIRE	LOW	LOW	Not needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
3707	MANGEY	LOW	LOW	Not needed for administrative use
3709A	SAINT MARTIN SPUR A	MEDIUM	LOW	Old growth and risk of soil impacts
3736	INDIAN CEMETARY			Not needed for administrative use
3746C	WEST BARRETT SPUR C	HIGH	LOW	Risk of watershed impacts
3746D	WEST BARRETT SPUR D	HIGH	LOW	Risk of soil and watershed impacts
3747A	TIMBER TRAIL SPUR A	LOW	LOW	Edge of old growth and not needed for administrative use
3758B	NORTH BRANCH CARP WEST SPUR B	LOW	LOW	Old growth and not needed for administrative use
3813	VERY WET	HIGH	LOW	Risk of soil and watershed impacts
3900A	I-75 ACCESS SOUTH SPUR A	HIGH	LOW	Risk of soil impacts
I02C	3786 SPUR I02C	MEDIUM	LOW	Risk of soil impacts
I08C	3323 SPUR I08C	LOW	LOW	Not needed for administrative use
I100A	SPUR I100A	HIGH	LOW	Risk of heritage and soil impacts
I100B	SPUR I100B	MEDIUM	LOW	Risk of soil impacts
I100C	SPUR I100C	MEDIUM	LOW	Risk of heritage and soil impacts
I101B	BROWSE	LOW	LOW	Not needed for administrative use
I102A	SPUR I102A	LOW	LOW	Not needed for administrative use
I104A	SPUR I104A	LOW	LOW	Not needed for administrative use
I105A	SPUR I105A	MEDIUM	LOW	Risk of soil impacts
I110B	CHICKADEE	MEDIUM	LOW	Risk of soil impacts
I11C	SPUR I11C	MEDIUM	LOW	Not needed for administrative use and known NNIP occurrence

ID	NAME	Risk Category	Benefit Category	Comments
I11D	SPUR I11D	MEDIUM	LOW	Not needed for administrative use and known NNIP occurrence
I11E	SPUR I11E	MEDIUM	LOW	Not needed for administrative use and known NNIP occurrence
I11F	SPUR I11F	MEDIUM	LOW	Risk of soil impacts
I122A	SPUR I122A	MEDIUM	LOW	Risk of heritage impacts and not needed for administrative use
I130A	SPUR I130A	MEDIUM	LOW	Risk of soil impacts
I130B	SPUR I130B	MEDIUM	LOW	Risk of soil impacts
I131A	SPUR I131A	MEDIUM	LOW	Risk of soil impacts
I131B	SPUR I131B	MEDIUM	LOW	Risk of soil impacts
I132A	SPUR I132A	MEDIUM	LOW	Risk of soil impacts
I132B	SPUR I132B	MEDIUM	LOW	Risk of soil impacts
I132C	SPUR I132C	HIGH	LOW	Risk of soil impacts and known NNIP occurrence
I133C	SPUR I133C	MEDIUM	LOW	Risk of soil and wildlife impacts
I138A	SPUR I138A	MEDIUM	LOW	Not needed for administrative use and known NNIP occurrence
I143A	3740 SPUR	LOW	MEDIUM	Not needed for administrative use
I143B	3740 SPUR	MEDIUM	LOW	Not needed for administrative use and known NNIP occurrence
I143C	3740 SPUR	MEDIUM	MEDIUM	Not needed for administrative use and known NNIP occurrence
I145A	SPUR I145A	MEDIUM	LOW	Not needed for administrative use and known NNIP occurrence
I146D	SPUR I146D	LOW	LOW	Not needed for administrative use
I146L	SPUR I146L	LOW	LOW	Not needed for administrative use
I14B	3329 SPUR I14B	LOW	LOW	Old growth and not needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
I153A	SPUR I153A	MEDIUM	LOW	Risk of soil impacts
I15A	SPUR S15A	HIGH	LOW	Not needed for administrative use and known NNIP occurrence
I160E	SPUR I160E	MEDIUM	LOW	Risk of heritage impacts and not needed for administrative use
I167A	SPUR I167A	LOW	LOW	Not needed for administrative use
I172C	SPUR I172C	LOW	LOW	Not needed for administrative use
I176A	SPUR I176A	HIGH	LOW	Risk of soil and watershed impacts
I181A	SPUR I181A	HIGH	MEDIUM	Not needed for administrative use and known NNIP occurrence
I182B	SPUR I182B	HIGH	LOW	Not needed for administrative use and known NNIP occurrence
I184A	SPUR I184A	MEDIUM	MEDIUM	Risk of soil impacts
I187A	SPUR I187A	LOW	LOW	Not needed for administrative use
I188C	SPUR I188C	HIGH	LOW	Risk of watershed impacts and known NNIP occurrence
I18B	SPUR I18B	MEDIUM	LOW	Risk of soil impacts
I193A	SPUR I193A	HIGH	MEDIUM	Risk of heritage and wildlife impacts
I193B	PARTYLINE	LOW	LOW	Not needed for administrative use
I193C	ROCK HAUL	LOW	LOW	Risk of soil impacts
I194A	SPUR I194A	LOW	LOW	Not needed for administrative use
I195A	SPUR I195A	MEDIUM	LOW	Risk of soil impacts
I37B	SPUR I37B	MEDIUM	LOW	Risk of soil impacts
I38D	SPUR I38D	LOW	LOW	Not needed for administrative use
I45A	3330C SPUR I45A	LOW	LOW	Risk of soil impacts

ID	NAME	Risk Category	Benefit Category	Comments
I45B	SPUR I45B	LOW	LOW	Not needed for administrative use
I46B	SPUR I46B	LOW	LOW	Not needed for administrative use
I47B	SPUR I47B	LOW	LOW	Not needed for administrative use
I47D	SPUR I47D	MEDIUM	LOW	Not needed for administrative use
I55A	SPUR I55A	MEDIUM	LOW	Risk of soil impacts
I55D	SPUR I55D	MEDIUM	LOW	Not needed for administrative use
I56A	SPUR I56A			Risk of watershed impacts
I57D	SPUR 57D	MEDIUM	LOW	Risk of soil impacts
I58A	SPUR I58A	MEDIUM	LOW	Risk of soil impacts
I61B	SPUR I59B	HIGH	LOW	Risk of soil and watershed impacts and known NNIP occurrence
I66B	SPUR I66B	HIGH	LOW	Risk of wildlife impacts and known NNIP occurrence
I72A	SPUR I72A	LOW	MEDIUM	Not needed for administrative use
I72B	SPUR I72B	MEDIUM	LOW	Not needed for administrative use
I73A	SPUR I73A	HIGH	LOW	Risk of soil impacts and known NNIP occurrence
I73C	SHEPARD	LOW	LOW	Risk of wetland impacts
I76B	SPUR I76B	MEDIUM	LOW	Risk of soil impacts
I77A	SPUR I77A	MEDIUM	LOW	Risk of heritage and soil impacts
I78A	SPUR I78A	HIGH	LOW	Risk of soil impacts and known NNIP occurrence
I84A	SPUR I84A	LOW	LOW	Not needed for administrative use
I86B	SPUR I86B	MEDIUM	LOW	Risk of soil impacts

ID	NAME	Risk Category	Benefit Category	Comments
I86C	SPUR I86C	MEDIUM	LOW	Risk of soil impacts
I87D	SPUR I87D	LOW	LOW	Not needed for administrative use
I87E	SPUR I87E	MEDIUM	LOW	Not needed for administrative use
I94A	SPUR I94A	HIGH	LOW	Risk of soil and watershed impacts and known NNIP occurrence
I94B	SPUR I94B	HIGH	LOW	Risk of soil impacts and known NNIP occurrence
I94C	SPUR I94C	HIGH	LOW	Risk of soil and watershed impacts
I95A	SPUR I95A	HIGH	LOW	Risk of soil impacts
I95C	SPUR I95C	MEDIUM	LOW	Risk of soil impacts
I95D	SPUR I95D	LOW	LOW	Not needed for administrative use
S02C	SPUR S02C	LOW	LOW	Not needed for administrative use
S03D	SPUR S03D	LOW	MEDIUM	Not needed for administrative use
S03E	SPUR S03E	LOW	MEDIUM	Not needed for administrative use
S05A	S05A	LOW	LOW	Not needed for administrative use
S05F	SPUR S05F	LOW	LOW	Not needed for administrative use
S05G	SPUR S05G	LOW	LOW	Not needed for administrative use
S05K	SPUR S05K	LOW	LOW	Not needed for administrative use
S06C	SPUR S06C	LOW	LOW	Not needed for administrative use
S06D	SPUR S06D	LOW	LOW	Not needed for administrative use
S07A	SPUR S07A	LOW	LOW	Not needed for administrative use
S07B	3084 SPUR S07B	MEDIUM	LOW	Not needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
S07C	SPUR S07C	MEDIUM	LOW	Not needed for administrative use
S07E	SPUR S07E	MEDIUM	LOW	Not needed for administrative use
S07J	SPUR S07J	MEDIUM	LOW	Old growth and risk for soils and watershed impacts
S08A	SPUR S08A	LOW	LOW	Semi-primitive nonmotorized area and not needed for administrative
S08B	SPUR S08B	LOW	LOW	Semi-primitive nonmotorized area and not needed for administrative
S08C	SPUR S08C	LOW	LOW	Semi-primitive nonmotorized area and not needed for administrative
S08D	SPUR S08D	LOW	LOW	Not needed for administrative use
S09A	SPUR S09A	MEDIUM	MEDIUM	Old growth and risk of soil impacts
S09B	SPUR S09B	MEDIUM	LOW	Risk of soil impacts
S09E	SPUR 09E	MEDIUM	LOW	Risk of soil impacts
S100B	3142 SPUR S100B	HIGH	LOW	Not needed for administrative use and known NNIP occurrence
S100C	SPUR S100C	LOW	LOW	Risk for soil impacts
S100D	3142 SPUR S100D	MEDIUM	MEDIUM	Not needed for administrative use
S102E	SPUR S102E	LOW	LOW	Not needed for administrative use
S102J	SPUR S102J	HIGH	MEDIUM	Known NNIP occurrence and not needed for administrative use
S102K	SPUR S102K	MEDIUM	MEDIUM	Risk for soil impacts
S103A	SPUR S103A	MEDIUM	LOW	Risk for soil impacts
S111A	SPUR S111A	HIGH	LOW	Risk of soil, watershed and heritage impacts
S111B	FISHING	MEDIUM	LOW	Risk for soil impacts
S112C	SPUR S112C	MEDIUM	LOW	Risk for soil impacts

ID	NAME	Risk Category	Benefit Category	Comments
S112D	BLIND LOOP	LOW	LOW	Roadless area and not needed for administrative use
S112E	BLIND BISCUIT CURVE	MEDIUM	LOW	Risk of watershed impacts
S113A	3137 SPUR S113A	LOW	MEDIUM	Not needed for administrative use
S113B	3005 SPUR S113B	LOW	LOW	Not needed for administrative use
S114B	SPUR S114B	LOW	LOW	Not needed for administrative use
S115D	SPUR S115D	MEDIUM	LOW	Risk of watershed impacts
S117E	SPUR S117E	LOW	LOW	Old growth and not needed for administrative use
S120A	SPUR S120A	LOW	LOW	Old growth and not needed for administrative use
S120B	SPUR S120B	LOW	LOW	Not needed for administrative use
S125A	SPUR S125A	MEDIUM	LOW	Not needed for administrative use and known NNIP occurrence
S125B	SPUR S125B	MEDIUM	LOW	Not needed for administrative use
S129A	SPUR S129A	MEDIUM	LOW	Risk of soil impacts
S12C	SPUR S12C	HIGH	LOW	Risk of soil and watershed impacts
S132A	SPUR S132A	HIGH	LOW	Known NNIP occurrence and risk of watershed impacts
S132C	SPUR S132C	HIGH	LOW	Known NNIP occurrence and not needed for administrative use
S132F	SPUR S132F	LOW	LOW	Not needed for administrative use
S133C	3119 SPUR S133C	LOW	LOW	Not needed for administrative use
S133E	SPUR S133E	LOW	LOW	Old growth and not needed for administrative use
S134E	SCOTTS QUARRY OVERLOOK	LOW	LOW	Not needed for administrative use
S134F	SPUR S134F	LOW	LOW	Not needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
S135A	SPUR S135A	MEDIUM	LOW	Risk of watershed and heritage impacts
S135B	SPUR S135B	MEDIUM	LOW	Risk of watershed impacts
S136B	SPUR S136B	LOW	LOW	Not needed for administrative use
S13A	SPUR S13A	HIGH	LOW	Risk of soil and watershed impacts
S14B	SPUR S14B	HIGH	LOW	Risk of soil and watershed impacts
S17B	3150L SPUR S17B	MEDIUM	LOW	Risk of soil impacts
S18A	SPUR S18A	LOW	LOW	Not needed for administrative use
S19A	SPUR S19A	LOW	LOW	Not needed for administrative use
S19B	SPUR S19B	LOW	LOW	Not needed for administrative use
S19C	SPUR S19C	LOW	LOW	Not needed for administrative use
S20A	SPUR S20A			Not needed for administrative use
S21B	SPUR S21B	LOW	LOW	Old growth
S21E	3157 SPUR S21E	MEDIUM	LOW	Risk of soil impacts
S21F	SPUR S21F	MEDIUM	LOW	Not needed for administrative use
S21G	SPUR S21G			Not needed for administrative use
S22E	SPUR S22E	HIGH	LOW	Not needed for administrative use
S22F	SPUR S22F	LOW	LOW	Semi-primitive nonmotorized area and not needed for administrative
S23A	SPUR S23A	MEDIUM	LOW	Not needed for administrative use and known NNIP occurrence
S23C	SPUR S23C	LOW	LOW	Not needed for administrative use
S23D	SPUR S23D	LOW	LOW	Not needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
S23E	SPUR S23E	LOW	LOW	Not needed for administrative use
S23G	SPUR S23G	LOW	MEDIUM	Not needed for administrative use
S25HA	SPUR S25HA	MEDIUM	LOW	Risk of soil impacts
S25HB	SPUR S25HB	MEDIUM	LOW	Risk of soil impacts
S25HC	SPUR S25HC	MEDIUM	LOW	Risk of soil impacts
S25HD	SPUR S25HD	HIGH	LOW	Risk of soil and watershed impacts
S25HE	SPUR S25HE	MEDIUM	LOW	Risk of soil impacts
S25I	SPUR S25I	LOW	MEDIUM	Not needed for administrative use
S26C	SPUR S26C	LOW	MEDIUM	Not needed for administrative use
S32A	SPUR S32A	LOW	LOW	Not needed for administrative use
S32C	SPUR S32C	LOW	LOW	Not needed for administrative use
S32F	SPUR S32F	HIGH	MEDIUM	Known NNIP occurrence and not needed for administrative use
S32H	3157 SPUR S32H	LOW	MEDIUM	Not needed for administrative use
S33D	SPUR S33D	LOW	LOW	Not needed for administrative use
S33F	SPUR S33F	LOW	LOW	Not needed for administrative use
S33L	SPUR S33L	LOW	LOW	Not needed for administrative use
S33N	3157 SPUR S33N	MEDIUM	MEDIUM	Not needed for administrative use
S37B	S37B	LOW	LOW	Not needed for administrative use
S39A	S39A	LOW	LOW	Not needed for administrative use
S40E	S40E	HIGH	MEDIUM	Known NNIP occurrence and not needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
S40F	S40F	MEDIUM	MEDIUM	Not needed for administrative use
S53B	SPUR S53B	LOW	LOW	Not needed for administrative use
S53D	SPUR S53D	MEDIUM	LOW	Old growth and risk of soil impacts
S53E	SPUR S53D	LOW	MEDIUM	Not needed for administrative use
S55A	SPUR S55A	LOW	LOW	Not needed for administrative use
S55B	SPUR S55B	LOW	LOW	Not needed for administrative use
S55C	SPUR S55C	LOW	LOW	Not needed for administrative use
S55E	SPUR S55E	MEDIUM	MEDIUM	Known NNIP occurrence and not needed for administrative use
S55H	SPUR S55H	LOW	LOW	Not needed for administrative use
S55I	SPUR S55I	LOW	MEDIUM	Not needed for administrative use
S55J	SPUR S55J	LOW	MEDIUM	Not needed for administrative use
S57B	3064 SPUR S57B	LOW	LOW	Not needed for administrative use
S57C	3139 SPUR S57C	MEDIUM	LOW	Risk of watershed impacts
S59B	3548 SPUR S59B	MEDIUM	MEDIUM	Not needed for administrative use
S59C	3548A SPUR S59C	MEDIUM	LOW	Risk of soil impacts
S61E	3030 SPUR S61E	LOW	LOW	Not needed for administrative use
S61F	SPUR S61F	LOW	MEDIUM	Not needed for administrative use
S68B	SPUR S68B	MEDIUM	LOW	Not needed for administrative use
S69B	3667B SPUR S69B	LOW	LOW	Not needed for administrative use
S69C	3423	MEDIUM	LOW	Risk of soil impacts

ID	NAME	Risk Category	Benefit Category	Comments
S69D	3423A SPUR S69D	LOW	LOW	Not needed for administrative use
S69E	3423 SPUR S69E	MEDIUM	LOW	Risk of heritage impacts
S73F	3142 SPUR S73F	LOW	MEDIUM	Not needed for administrative use
S78F	S78F	LOW	MEDIUM	Not needed for administrative use
S80B	SPUR S80B	MEDIUM	MEDIUM	Not needed for administrative use and known NNIP occurrence
S80D	SPUR S80D	LOW	LOW	Not needed for administrative use
S82B	3352 SPUR S82B	LOW	LOW	Not needed for administrative use
S82C	SPUR S82C	LOW	LOW	Not needed for administrative use
S89E	SPUR S89E			Not needed for administrative use
S93B	3139 SPUR S93B	LOW	MEDIUM	Not needed for administrative use
S93D	SPUR S93D	HIGH	MEDIUM	Not needed for administrative use and known NNIP occurrence
S95C	SPUR S95C	LOW	LOW	Not needed for administrative use
S95D	SPUR S95D			Not needed for administrative use
S95E	SPUR S95E			Not needed for administrative use
S97A	SPUR S97A	MEDIUM	LOW	Old growth and risk of soil impacts
S97B	SPUR S97B	MEDIUM	LOW	Old growth and risk of soil impacts
S97D	S97D	MEDIUM	LOW	Old growth and risk of soil impacts
S98A	SPUR S98A	MEDIUM	LOW	Old growth and risk of soil and watershed impacts
S98B	SPUR S98B	MEDIUM	LOW	Old growth and risk of soil impacts
S98D	SPUR S98D	LOW	LOW	Old growth and risk of soil impacts

ID	NAME	Risk Category	Benefit Category	Comments
S98E	SPUR S98E	MEDIUM	LOW	Old growth and risk of soil impacts

East Zone roads recommended to decommission and put under special use permit (SUP).

ID	NAME	Risk	Benefit	Justification
3078A	ALAN SPUR A			Not needed for administrative use - 2 segments enter non-FS lands
3105G	ROUND LAKE SPUR G	LOW	LOW	Travels next to old growth and not needed for administrative use - utility access
3114A	GUARD LAKE SPUR A			Not needed for administrative use - access non-FS lands
3126A	SULLIVAN CR CP GRD SPUR A			Not necessary for administrative use - may need landing - access non-FS lands
3131E	SULLIVAN SPUR E			Not necessary for administrative use - access non-FS lands
3131L	SULLIVAN SPUR L	MEDIUM	MEDIUM	Risk of soil impacts - not necessary for administrative use - access non-FS lands
3132A	SWEIGER SPUR A	MEDIUM	MEDIUM	Not needed for administrative use - enter non-FS lands known occurrence of NNIP
3134A	TROUT POND SPUR A			Not needed for administrative use - access non-FS lands
3134B	TROUT POND SPUR B	LOW	MEDIUM	Not needed for administrative use - access non-FS lands
3136C	BLACK CREEK SPUR C			Old growth and not needed for administrative use - access non-FS lands
3137B	PINE RIVER SPUR B	MEDIUM	LOW	Risk of soil impacts - not necessary for administrative use - access non-FS lands - existing permit
3145B	HENDRIE RIVER SPUR B	MEDIUM	LOW	Risk of soil impacts and not needed for administrative use - access non-FS lands
3145C	HENDRIE RIVER SPUR C	MEDIUM	LOW	Old growth, risk of soil impacts and not needed for administrative use - access non-FS lands
3150M	OLD LK SHORE DR SPUR M	MEDIUM	MEDIUM	Risk of soil impacts and not needed for administrative use - access non-FS lands
3150N	OLD LK SHORE DR SPUR N	MEDIUM	MEDIUM	Risk of soil impacts and not needed for administrative use - access non-FS lands
3150P	OLD LK SHORE DR SPUR P			Not needed for administrative use - access non-FS lands
3162B	DUCK LAKE SPUR B	LOW	MEDIUM	Not needed for administrative use - access non-FS lands
3204	FIBRE RARE II	MEDIUM	MEDIUM	Risk of soil impacts and not needed for administrative use - access non-FS lands
3321	LINK	MEDIUM	MEDIUM	Risk of soil impacts and not needed for administrative use - access non-FS lands

ID	NAME	Risk	Benefit	Justification
3352D	W BR WIASKA RIVER SPUR D	MEDIUM	MEDIUM	Risk of heritage impacts and not needed for administrative use - access non-FS lands
3352E	W BR WAISKA RIVER SPUR E	MEDIUM	MEDIUM	Risk of heritage and soil impacts and not needed for administrative use - access non-FS lands
3370A	FOX HILL SPUR A	MEDIUM	LOW	Risk of soil impacts and not needed for administrative use - access non-FS lands
3379	FH-42 SPUR 3379	LOW	LOW	Old growth and risk of soil impacts and not needed for administrative use - access non-FS lands
3379A	FH-42 SPUR 3379A	LOW	LOW	Not needed for administrative use - access non-FS lands
3408	KITCHEN CREEK	LOW	LOW	Not needed for administrative use - access non-FS lands
3425A	NORTH ACCESS SPUR A	MEDIUM	LOW	Risk of soil impacts and not needed for administrative use - access non-FS lands
3425B	I-75 NORTH ACCESS SPUR B	MEDIUM	LOW	Risk of soil impacts and not needed for administrative use - access non-FS lands
3463B	POINT AUX CHENES SPUR B	LOW	MEDIUM	Not needed for administrative use - access non-FS lands
3511D	LITTLE BEAR CREEK SPUR D	HIGH	MEDIUM	Risk of soil and watershed impacts and not needed for administrative use - access non-FS lands
3527A	FURLONG SPUR A			Not needed for administrative use - access non-FS lands
3534	LORENZ	MEDIUM	MEDIUM	Old growth and risk of soil impacts and not needed for administrative use - access non-FS lands
3735	CROOKED	LOW	MEDIUM	Not needed for administrative use - access non-FS lands
3737	GAS PIPE			Not needed for administrative use - access non-FS pipeline
3778	MCCLLOUD	HIGH	LOW	Risk of soil and watershed impacts and not needed for administrative use - access non-FS lands
3778A	MCCLLOUD SPUR A	HIGH	LOW	Risk of soil and watershed impacts and not needed for administrative use - access non-FS lands
3779	NORTHWEST HURON	MEDIUM	LOW	Risk of soil impacts and not needed for administrative use - access non-FS lands
3819	CAMP SIXTY			Not needed for administrative use - access non-FS lands

ID	NAME	Risk	Benefit	Justification
3820	OLD MAC			Not needed for administrative use - access non-FS lands
I17A	SPUR I17A	LOW	MEDIUM	Not needed for administrative use - access non-FS lands
I24A	SPUR I24A	MEDIUM	MEDIUM	Risk of soil impacts and not needed for administrative use - access non-FS lands
I31A	SPUR I31A	MEDIUM	MEDIUM	Risk of soil impacts and not needed for administrative use - access non-FS lands
I46C	SPUR I46A	MEDIUM	MEDIUM	Risk of soil impacts and not needed for administrative use - access non-FS lands
I52A	SPUR I52A	LOW	MEDIUM	Not needed for administrative use - access non-FS lands
I57B	SPUR I57B			Not needed for administrative use - access non-FS lands
I57C	SPUR I57C	MEDIUM	LOW	Risk of soil impacts and not needed for administrative use - access non-FS lands
I60B	SPUR I60B	LOW	LOW	Not needed for administrative use - access non-FS lands
I60C	SPUR I60C	LOW	MEDIUM	Not needed for administrative use - access non-FS lands
I87A	SPUR I87A	MEDIUM	MEDIUM	Not needed for administrative use - access non-FS lands
I90A	SPUR I90A	MEDIUM	MEDIUM	Risk of soil impacts and not needed for administrative use - access non-FS lands
I123A	SPUR I123A			Not needed for administrative use - access non-FS lands
I126A	SPUR I126A	MEDIUM	LOW	Risk of soil impacts and not needed for administrative use - access non-FS lands
I126C	3736 SPUR I126C	MEDIUM	MEDIUM	Risk of soil impacts and not needed for administrative use - access non-FS lands
I156B	RIVERLINE	LOW	LOW	Not needed for administrative use - access non-FS lands
I156C	MUDDY ACCESS	LOW	LOW	Not needed for administrative use - access non-FS lands
I186B	SPUR I186B	LOW	MEDIUM	Not needed for administrative use - access non-FS lands
I189A	SPUR I189A	LOW	LOW	Not needed for administrative use - access non-FS lands
S03A	SPUR S03A	LOW	MEDIUM	Not needed for administrative use - access non-FS lands

ID	NAME	Risk	Benefit	Justification
S10A	SPUR S10A	MEDIUM	MEDIUM	Risk of soil impacts and not needed for administrative use - access non-FS lands
S18B	S18B	LOW	MEDIUM	Not needed for administrative use - access non-FS lands
S26B	SPUR S26B	HIGH	LOW	Risk of soil and watershed impacts and not needed for administrative use - access non-FS lands
S50D	SPUR S50D	LOW	MEDIUM	Not needed for administrative use - access non-FS lands
S62A	SPUR S62A			Not needed for administrative use - access non-FS lands
S81B	SPUR S81B			Not needed for administrative use - access non-FS lands
S81C	S81C	LOW	MEDIUM	Not needed for administrative use - access non-FS lands
S82E	SPUR S82E	LOW	LOW	Not needed for administrative use - access non-FS lands
S88A	SPUR S88A	MEDIUM	MEDIUM	Risk of soil impacts
S89D	3146 SPUR	MEDIUM	MEDIUM	Risk of soil impacts
S99A	SPUR S99A	MEDIUM	HIGH	Risk of soil impacts
S105B	SPUR S105B	MEDIUM	LOW	Risk of soil impacts
S108A	SPUR S108A	HIGH	MEDIUM	Risk of soil and watershed impacts
S117A	SPUR S117A	LOW	LOW	Not needed for administrative use - access non-FS lands

East Zone roads with segments recommended to decommission.

ID	NAME	Risk Category	Benefit Category	Comments
3020	AIRFIELD ROAD SOUTH	LOW	MEDIUM	segment not needed for administrative use
3033	CROSS	LOW	MEDIUM	Decomm from intersection with S02C through unsuited lands to the west - segment not needed for administrative use
3034	M-28 SPUR 3034	LOW	MEDIUM	Not used for administrative use, all wildlife opening, the whole thing is a fuel break keep from intersection with 3035 south
3036	FLAT LAND	HIGH	MEDIUM	Risk of wildlife impacts decomm western part that goes through the wildlife area abandon suitable island
3037	MID SECTIONS	LOW	MEDIUM	Segment not needed for administrative use decomm west of intersection with 3018
3039	MID SECTION 21	LOW	MEDIUM	Segment not needed for administrative use section south of intersection with 3220 should be decommed
3042	BEAR CREEK POND	LOW	MEDIUM	Segment closer to stream is not needed for administrative use decomm last 0.2 mile
3045	BERGMANS	LOW	LOW	Segment to be decommed goes through old growth and near creek, keep from 3156 to S21C
3046	GRANT CREEK	MEDIUM	LOW	Segment goes through old growth and risk of soil impacts northern segment is needed for administrative use
3055	SLIPPERY	MEDIUM	LOW	Risk of soil and wetland impacts in northern segment
3069	WHITE CREEK	MEDIUM	MEDIUM	Risk of watershed impacts in segment to be decommed
3083	NUMBER 8 GRADE	LOW	MEDIUM	Segments from S61B north and S61F not needed for administrative use
3084	34 HILLS	HIGH	LOW	Risk of soil, watershed and heritage impacts in segment to be decommed

ID	NAME	Risk Category	Benefit Category	Comments
3112	CRANBERRY LAKE/OLD TOWER	LOW	HIGH	Adjacent to old growth but portion still needed for administrative use, recreation site is accessed off trail
3146	MOXIE			Segment not needed for administrative use
3163	OLD CASTLE ROCK	LOW	LOW	Risk of soil impacts a old growth in segments
3181	WHITE PINE	LOW	MEDIUM	Segment not needed for administrative use
3211	EAST NORTH	HIGH	LOW	Risk of soil and watershed impacts and in WSR corridor after private.
3220	GROUSE TRACK	HIGH	MEDIUM	Known NNIP occurrence and segment not needed for administrative use.
3232	SOMER	HIGH	MEDIUM	Risk of soil and wildlife impacts, but only route into this area decommed last segment
3246	COLLEGE	HIGH	MEDIUM	Risk of soil and watershed impacts, but only route into area decommed last segment
3305	HOOK	MEDIUM	LOW	Risk of soil impacts, but only route into area decommed last segment
3317	ERICA	LOW	MEDIUM	Segment not needed for administrative use
3323	SYLVESTER			Segment not needed for administrative use
3334	BUG ROAD	HIGH	MEDIUM	Risk of wildlife impacts and known NNIP occurrence but part needed for administrative use
3341	CORDELL	HIGH	LOW	Risk of soils impacts and known NNIP occurrence, but part needed for administrative use
3348	NAUGLE CREEK	LOW	MEDIUM	Old growth and risk of stream impacts, but part needed for administrative use
3376	CROSS COUNTRY	HIGH	MEDIUM	Known NNIP occurrence but segment needed for administrative use
3378	MAPLEWOOD			Segment not needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
3380	WINTER HERON	HIGH	LOW	Risk of soil, watershed, wildlife and heritage impacts. Some segments still needed for administrative use. May relocate sections to minimize stream impacts.
3390	CARP RIVER BRIDGE	LOW	LOW	Within WSR corridor, but still need segment for administrative use.
3397	SECTION 11	HIGH	MEDIUM	Risk of soil impacts and known NNIP occurrence, but part needed for administrative use
3407	BEECHWOOD	HIGH	MEDIUM	Old growth but rest needed for administrative use
3423	EBTR	LOW	MEDIUM	Segment not needed for administrative use
3427	OVERTIME	MEDIUM	MEDIUM	Risk of soil and wetland impacts in northern segment
3431	M-123 SPUR 3431	HIGH	LOW	Risk of soils impacts, known NNIP occurrence, small segment at end in old growth but part needed for administrative use
3461	CLARK	LOW	MEDIUM	Segment not needed for administrative use and near creek
3472	LONG BRANCH	LOW	MEDIUM	Segment not needed for administrative use
3475	PINE LOOP	LOW	HIGH	Segment not needed for administrative use
3482	SCHMID	MEDIUM	MEDIUM	Known NNIP occurrence and segment not needed for administrative use
3483	GALL	MEDIUM	MEDIUM	Segment not needed for administrative use
3514	BRADY			Northern segment not needed for administrative use
3516	SHELDON	HIGH	MEDIUM	Known NNIP occurrence and entire area needs to be reconfigured to be more efficient. Most of this road is not needed for administrative use
3518	BLIND BISCUIT	HIGH	HIGH	Risk of soil and watershed impacts and known NNIP occurrence on segment to be decommed

ID	NAME	Risk Category	Benefit Category	Comments
3581	NORTH ONE	LOW	MEDIUM	Segment not needed for administrative use
3608	EAST SOLDIER LAKE	HIGH	LOW	Risk of wildlife impacts and known NNIP occurrence
3634	REES	LOW	MEDIUM	Segment not needed for administrative use
3661	M-28 SPUR 3661	HIGH	MEDIUM	Risk of soil impacts and known NNIP occurrence
3687	CAD SOO SPUR 3687	LOW	LOW	Segment not needed for administrative use
3724	HOBAN CREEK	MEDIUM	MEDIUM	Risk of soil impacts
3743	LIA	HIGH	LOW	Risk of soil impacts and known NNIP occurrence
3758	NORTH BRANCH CARP WEST	MEDIUM	LOW	Known NNIP occurrence and not needed for administrative use
3759	CO RD 530 SPUR 3759	LOW	MEDIUM	Segment not needed for administrative use
3771	CAMP FOUR WEST	HIGH	LOW	Risk of soil and heritage impacts and known NNIP occurrence near old growth
3772	BLACK POINT NORTH	HIGH	LOW	Risk of soil impacts and known NNIP occurrence
3783	BAY SPUR	HIGH	LOW	Risk of soil impacts and known NNIP occurrence
3792	CIRCUIT ROAD	HIGH	MEDIUM	Risk of soil impacts and segment not needed for administrative use
3795	PONTCHARTRAIN LOOP	HIGH	LOW	Risk of soil and heritage impacts
3803	MORAN DUMP	HIGH	LOW	Risk of soil and watershed impacts
3805	LUG AND TUG	HIGH	LOW	Risk of soil and watershed impacts
3808	COLE	HIGH	LOW	Risk of soil and wildlife impacts
3814	NORTH BRANCH HEADWATERS	MEDIUM	MEDIUM	Risk of soil impacts
3822	SIMMONS ROAD	HIGH	LOW	Risk of soil impacts and known NNIP occurrence
3104B	CASTLE ROCK SPUR B	MEDIUM	MEDIUM	Risk of soil impacts
3104F	CASTLE ROCK SPUR F	LOW	LOW	Segment not needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
3108F	BREVOORT CAMP SPUR F	LOW	MEDIUM	Segment not needed for administrative use
3116L	SPRING ROAD SPUR L	LOW	LOW	Segment not needed for administrative use
3118B	RED CREEK SPUR B	MEDIUM	LOW	Risk of soil impacts
3118D	RED CREEK SPUR D	MEDIUM	LOW	Risk of soil impacts
3119G	EAST LAKE SPUR G	HIGH	LOW	Risk of soil impacts and old growth
3131A	SULLIVAN SPUR A	LOW	MEDIUM	Segment not needed for administrative use
3142A	STRONGS ROAD SOUTH SPUR A	HIGH	MEDIUM	Risk of heritage impacts and known NNIP occurrence
3147B	RED CREEK WEST SPUR B	MEDIUM	LOW	Risk of soil impacts and old growth
3150G	OLD LK SHORE DR SPUR G	HIGH	LOW	Risk of soil and watershed impacts
3150H	OLD LK SHORE DR SPUR H	HIGH	LOW	Risk of soil and watershed impacts and old growth
3150J	OLD LK SHORE DR SPUR J	HIGH	MEDIUM	Risk of soil and watershed impacts
3162D	DUCK LAKE SPUR D	HIGH	MEDIUM	Known NNIP occurrence and segment not needed for administrative use
3172C	SCHLEHUBER SPUR C	MEDIUM	LOW	Risk of soil impacts and known NNIP occurrence
3244A	CLARK SPUR A	LOW	MEDIUM	Segment not needed for administrative use
3308C	CARP RIVER SPUR C	HIGH	LOW	Risk of soil and heritage impacts
3309EA	EDISON SPUR EA	MEDIUM	LOW	Risk of soil impacts
3329D	TAYLOR CREEK SPUR D	HIGH	LOW	Known NNIP occurrence and segment not needed for administrative use
3330A	KOSKI ROAD SPUR A	LOW	LOW	Segment not needed for administrative use
3332A	FIBORN SPUR A	MEDIUM	LOW	Risk of soil and heritage impacts
3332B	FIBORN SPUR B	LOW	LOW	Not needed for administrative use
3341A	CORDELL SPUR A	HIGH	LOW	Segment in old growth, risk of wildlife impact and known NNIP occurrence

ID	NAME	Risk Category	Benefit Category	Comments
3343F	BOBBYGAY LAKE SPUR F	MEDIUM	MEDIUM	Risk of wildlife impacts and not needed for NNIP occurrence
3352F	W BR WAISKA RIVER SPUR F	LOW	LOW	Old growth and not needed for administrative use
3356A	ARBUTUS LAKE SPUR A	MEDIUM	MEDIUM	Risk of soil impacts and known NNIP occurrence
3367C	PROCTOR LAKE SPUR C	MEDIUM	MEDIUM	Risk of soil impacts and not needed for administrative use
3404A	DIAMOND PINE SPUR A	LOW	MEDIUM	Segment not needed for administrative use
3423B	EBTR SPUR B	LOW	MEDIUM	Segment not needed for administrative use
3425G	I-75 NORTH ACCESS SPUR G	HIGH	LOW	Risk of soil and watershed impacts
3435A	RRR SPUR A	HIGH	MEDIUM	Risk of watershed impacts and known NNIP occurrence
3444D	RILEY LAKE SPUR D	HIGH	LOW	Risk of soil and watershed impacts, but is only access to this area
3489A	HOMESTEAD SPUR A	HIGH	MEDIUM	Risk of soil impacts and known NNIP occurrence
3489AA	HOMESTEAD SPUR AA	MEDIUM	LOW	Risk of soil and wildlife impacts and old growth
3496A	TRAIL SPUR A	MEDIUM	LOW	Risk of soil impacts
3511C	LITTLE BEAR CREEK SPUR C	HIGH	LOW	Risk of soil and watershed impacts
3578C	RACO SPUR C	LOW	MEDIUM	Segment not needed for administrative use
3579A	JERRY SPUR A	LOW	MEDIUM	Segment not needed for administrative use
3661B	M-28 3661 SPUR B	HIGH	LOW	Risk of soil and watershed impacts and known NNIP occurrence
3661H	M-28 3661 SPUR H	MEDIUM	LOW	Risk of soil impacts
3674A	M-123 SPUR 3674A	HIGH	LOW	Risk of soil impacts and known NNIP occurrence
3743A	LIA SPUR A	HIGH	LOW	Risk of watershed impacts and known NNIP occurrence
3760A	WEST NUNN CREEK SPUR A	MEDIUM	LOW	Risk of soil impacts

ID	NAME	Risk Category	Benefit Category	Comments
3771AA	CAMP FOUR WEST SPUR AA	LOW	LOW	Segment not needed for administrative use
3786A	PIPPO SPUR A			Segment not needed for administrative use
3795B	PONTCHARTRAIN LOOP SPUR B	HIGH	LOW	Risk of soil and heritage impacts
3811A	EILEEN SPUR A	HIGH	LOW	Known NNIP occurrence and segment not needed for administrative use
I01D	SPUR I01D	MEDIUM	LOW	Risk of soil impacts and old growth
I140A	SPUR I140A	LOW	LOW	Not needed for administrative use
I140B	SPUR I140B	HIGH	LOW	Risk of soil impacts and known NNIP occurrence
I153B	SPUR I153B	MEDIUM	LOW	Risk of soil impacts
I172D	SPUR I172D	LOW	MEDIUM	Not needed for administrative use
I38A	SPUR I38A	MEDIUM	LOW	Risk of soil impacts
I45E	SPUR I45E	LOW	MEDIUM	Risk of soil impacts
I47A	SPUR I47A	HIGH	MEDIUM	Risk of soil impacts and known NNIP occurrence
S06A	S06A	LOW	LOW	Segment not needed for administrative use
S104A	SPUR S104A	MEDIUM	LOW	Risk of soil impacts and segment not needed for administrative use
S114H	SPUR S114H	MEDIUM	LOW	Risk of heritage impacts and not needed for administrative use
S114I	SPUR S114I	LOW	MEDIUM	Risk of watershed impacts
S117C	SPUR S117C	LOW	LOW	Decomm after intersection with S117D and before it enters old growth for a second time
S130B	SPUR S130B	MEDIUM	MEDIUM	Risk of soil impacts
S132G	SPUR S132G	LOW	MEDIUM	Not needed for administrative use
S132H	SPUR S132H	MEDIUM	LOW	Risk of soil impacts
S22J	3092 SPUR S22J	LOW	LOW	Segment in semiprimitive nonmotorized and not needed for administrative use
S25A	SPUR S25A	LOW	LOW	Not needed for administrative use
S31B	SPUR S31B	LOW	MEDIUM	Not needed for administrative use
S31E	SPUR S31E	LOW	LOW	Old growth and not needed for administrative use
S44B	SPUR S44B	LOW	LOW	Not needed for administrative use
S50A	SPUR S50A	LOW	MEDIUM	Not needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
S55D	SPUR S55D	HIGH	LOW	Known NNIP occurrence and not needed for administrative use
S61D	3030 SPUR S61D	MEDIUM	LOW	Risk of soil impacts and not needed for administrative use
S91A	SPUR S91A	LOW	MEDIUM	Not needed for administrative use
S94A	SPUR 3356 S94A	LOW	MEDIUM	Not needed for administrative use
S95B	3561 SPUR S95B	HIGH	LOW	Known NNIP occurrence and not needed for administrative use

East Zone roads with segments recommended to decommission and SUP.

ID	NAME	Risk Category	Benefit Category	Comments
3001	JACK PINE NORTH	LOW	HIGH	Already decommed north of section to private and renumber northern part from private to 3541 also may need SUP
3105E	ROUND LAKE SPUR E	MEDIUM	LOW	Known NNIP occurrence and not needed for administrative use
3131H	SULLIVAN SPUR H	MEDIUM	MEDIUM	Risk of soil impacts
3131I	SULLIVAN SPUR I	MEDIUM	MEDIUM	Risk of soil impacts
3143	ECKERMAN TOWER	LOW	MEDIUM	Last segment not needed for administrative use
3432	M-123 SPUR 3432			Decomm part and SUP private loop road goes into FS lands need SUP
3444	RILEY LAKE			Risk of soils and watershed impacts and small segment of old growth in area to be decommed and SUP'ed if needed.
3497	HESSELINK			Segment to be decommed not needed for administrative use
3722	GAMBLE LAKE			Segment to be decommed not needed for administrative use

East Zone recommended to convert to trail.

ID	NAME	Risk Category	Benefit Category	Comments
3130A	DAM SPUR A	HIGH	LOW	Risk of soil and watershed impacts and known NNIP occurrence
3150	OLD LAKE SHORE DRIVE/EASTWEST	HIGH	HIGH	Convert to trail
3601	SOLDIERS CONNECTION	LOW	HIGH	Convert to trail
S132J	SPUR S132J	HIGH	LOW	Convert to trail
S13B	SPUR S13B	HIGH	LOW	Convert to trail
S14D	FH-42 SPUR S14D	LOW	LOW	Convert to trail
S73E	M-123 SPUR S73E	HIGH	LOW	Convert to trail

East Zone roads recommended to relocate.

ID	NAME	Risk Category	Benefit Category	Comments
3132E	SWEIGER SPUR E	MEDIUM	MEDIUM	Risk of stream impacts
3139A	DICK SPUR A	HIGH	LOW	Risk of heritage impacts
3139B	DICK SPUR B	MEDIUM	MEDIUM	Risk of wetland impacts
3150L	OLD LK SHORE DR SPUR L	HIGH	MEDIUM	Reconfiguration needed to be more efficient
3320	ROCK SPRING	HIGH	LOW	Reconfiguration needed to be more efficient
3329C	TAYLOR CREEK SPUR C	HIGH	MEDIUM	Reconfiguration needed to be more efficient
3367E	PROCTOR LAKE SPUR E	LOW	MEDIUM	May want to reconfig
3382	KENNETH SOUTH	HIGH	LOW	Risk of wetland impacts
3418	WEST LAKE	HIGH	MEDIUM	Risk of wetland impacts
3457A	SCHAEFFER SPUR A	LOW	LOW	Reconfiguration needed to be more efficient
3457E	SCHAEFFER LOOP E	MEDIUM	MEDIUM	Reconfiguration needed to be more efficient
3457F	ICE FISHING	LOW	LOW	Reconfiguration needed to be more efficient
3474	MEADOWS	HIGH	LOW	Reconfiguration needed to be more efficient
3516B	SHELDON SPUR B	LOW	MEDIUM	Reconfiguration needed to be more efficient
3548A	JOHANNES SPUR A	HIGH	MEDIUM	Risk of stream impacts
3739	CAMP FOUR EAST	MEDIUM	LOW	Risk of wetland impacts
3785	WILLOW BEE	HIGH	LOW	Risk of wetland impacts
I01B	CRYDERMAN SPUR B	LOW	LOW	Reconfiguration needed to be more efficient
I100E	SPUR I100E	MEDIUM	MEDIUM	Reconfiguration needed to be more efficient
S123D	SPUR S123D	LOW	MEDIUM	Reconfiguration needed to be more efficient
I42B	SPUR I42B	LOW	LOW	Reconfiguration needed to be more efficient
I42C	SPUR I42C	LOW	LOW	Reconfiguration needed to be more efficient
I42D	SPUR I42D	LOW	MEDIUM	Reconfiguration needed to be more efficient
I42F	SPUR I42F	LOW	LOW	Reconfiguration needed to be more efficient
I43A	SPUR I43A	LOW	LOW	Reconfiguration needed to be more efficient
I98B	I98B	HIGH	LOW	Reconfiguration needed to be more efficient
S59A	SPUR S59A			Reconfiguration needed to be more efficient

East Zone roads recommended to share maintenance with the County, Tribe or other entity.

ID	NAME	Risk Category	Benefit Category	Comments
3105	ROUND LAKE	LOW	HIGH	Potential to share maintenance with SORVA
3118	RED CREEK	HIGH	MEDIUM	Potential to share maintenance with SORVA
3131	SULLIVAN	HIGH	HIGH	Potential to share maintenance with County or FWS
3134	TROUT POND	HIGH	MEDIUM	Potential to share maintenance with County or FWS
3136	CAMP FAUNCE	HIGH	MEDIUM	Potential to share maintenance with special use permittee or neighboring landowner
3137	PINE RIVER	HIGH	MEDIUM	Potential to share maintenance with County
3145	WILWIN	LOW	HIGH	Potential to share maintenance with County
3150	OLD LAKE SHORE DRIVE/EASTWEST	HIGH	HIGH	Potential to share maintenance with County or SORVA
3160	NAOMIKONG SOUTH	HIGH	MEDIUM	Potential to share maintenance with special use permittee or neighboring landowner
3330	KOSKI ROAD (CO RD 531)	LOW	LOW	Potential to share maintenance with County
3344	BOBBYGAY WEST	HIGH	HIGH	Potential to share maintenance with special use permittee
3453	BOEDNE BAY	HIGH	HIGH	KG comments: Access to Bodne Bay Camp Opp to Share Mtc w permittee No road in lands atlas.
3453B	BOEDNE BAY SPUR B	MEDIUM	MEDIUM	Potential to share maintenance with special use permittee
3963	BELONGA RD CO RD 415			Potential to share maintenance with SORVA

East Zone roads recommended to transfer jurisdiction to County, Tribe or other entity.

ID	NAME	Risk Category	Benefit Category	Comments
3131	SULLIVAN	HIGH	HIGH	Transfer jurisdiction to County
3145	WILWIN	LOW	HIGH	Transfer jurisdiction to County
3214	GILL NET			Transfer jurisdiction to Bay Mills Indian Community
3330	KOSKI ROAD (CO RD 531)	LOW	LOW	Transfer jurisdiction for part of the road to County
3962	NORTH RADIO TOWER ROAD	LOW	MEDIUM	Transfer jurisdiction to County
3730	DAVIS			Probably should go to County and not have a FS number On quad map it is all FS. Inventory notes this is a fuel break

S12D	3214 SPUR S12D	MEDIUM	LOW	Transfer jurisdiction to Bay Mills Indian Community
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East Zone roads recommended to keep. (The main justification to keep some roads was for recreational program access and timber access. The main justification to keep the majority of the roads was a mixture of uses and that was designated needed for administrative use.)

ID	NAME	Risk Category	Benefit Category	Comments
3022	CARL	LOW	LOW	Keep for Recreational Access
3032	BIG SPRING	HIGH	MEDIUM	Keep for Recreational Access
3089	OAK RIDGE	LOW	LOW	Keep for Recreational Access
3107	ROUND LAKE BOAT LANDING	HIGH	MEDIUM	Keep for Recreational Access
3108	BREVOORT CAMP	HIGH	HIGH	Keep for Recreational Access
3108B	BREVOORT CAMP SPUR B	MEDIUM	MEDIUM	Keep for Recreational Access
3108C	BREVOORT CAMP SPUR C	MEDIUM	LOW	Keep for Recreational Access
3108E	BREVOORT CAMP SPUR E	MEDIUM	MEDIUM	Keep for Recreational Access
3109	LAKE MICHIGAN CAMPGROUND LOOP	HIGH	LOW	Keep for Recreational Access
3109A	LAKE MI CAMPGROUND SPUR A	HIGH	LOW	Keep for Recreational Access
3109B	LAKE MI CAMPGROUND SPUR B	LOW	MEDIUM	Keep for Recreational Access
3117	CARP RIVER CAMPGROUND	HIGH	MEDIUM	Keep for Recreational Access
3124K	BURMA GRADE SPUR	MEDIUM	MEDIUM	Keep for Recreational Access
3127	CARP RIVER BOAT LANDING	HIGH	HIGH	Keep for Recreational Access
3127A	CARP RIVER BOAT SPUR A	HIGH	MEDIUM	Keep for Recreational Access
3127B	CARP RIVER BOAT SPUR B	MEDIUM	LOW	Keep for Recreational Access
3127C	CARP RIVER SPUR	HIGH	MEDIUM	Keep for Recreational Access
3128	SKI TRAIL (LOOP)	HIGH	MEDIUM	Keep for Recreational Access
3135	PINE RIVER CAMP GROUND	MEDIUM	MEDIUM	Keep for Recreational Access
3137	PINE RIVER	HIGH	MEDIUM	Keep for Recreational Access
3138	SOLDIERS LAKE	HIGH	LOW	Keep for Recreational Access
3138A	SOLDIERS LAKE SPUR A	HIGH	MEDIUM	Keep for Recreational Access

ID	NAME	Risk Category	Benefit Category	Comments
3138B	SOLDIERS LAKE SPUR B	HIGH	MEDIUM	Keep for Recreational Access
3138C	SOLDIERS LAKE SPUR C	LOW	LOW	Keep for Recreational Access
3139	DICK	HIGH	MEDIUM	Keep for Recreational Access
3141A	LONE PINE SPUR A	LOW	MEDIUM	Keep for Recreational Access
3152	MISSION HILL	LOW	MEDIUM	Keep for Recreational Access
3157	REXFORD NORTH	MEDIUM	MEDIUM	Keep for Recreational Access
3165	PENDILLS LAKE	HIGH	LOW	Keep for Recreational Access
3179	FH-8 SPUR 3179	MEDIUM	LOW	Keep for Recreational Access
3224	MISSILE	LOW	LOW	Keep for Recreational Access
3303	BREVOORT RIVER	HIGH	HIGH	Keep for Recreational Access
3308	CARP RIVER	HIGH	MEDIUM	Keep for Recreational Access
3309	EDISON	HIGH	LOW	Keep for Recreational Access
3329	TAYLOR CREEK	HIGH	LOW	Keep for Recreational Access
3329A	TAYLOR CREEK SPUR A	LOW	LOW	Keep for Recreational Access
3332	FIBORN	HIGH	HIGH	Keep for Recreational Access
3336	EIGER	LOW	HIGH	Keep for Recreational Access
3338	BISCUIT CREEK	HIGH	MEDIUM	Keep for Recreational Access
3343	BOBBYGAY LAKE	HIGH	MEDIUM	Keep for Recreational Access
3352	WEST BR WAISKA RIVER	HIGH	MEDIUM	Keep for Recreational Access
3356AA	ARBUTUS LAKES SPUR AA	MEDIUM	MEDIUM	Keep for Recreational Access
3375A	PINE STUMP SPUR A	MEDIUM	MEDIUM	Keep for Recreational Access
3376AA	CROSS COUNTRY SPUR AA	LOW	MEDIUM	Keep for Recreational Access
3387	C94 SOUTH	LOW	LOW	Keep for Recreational Access
3419	CO RD 415 SPUR 3419	MEDIUM	MEDIUM	Keep for Recreational Access
3436	SEARCH BAY	HIGH	HIGH	Keep for Recreational Access
3437	OTTO	HIGH	MEDIUM	Keep for Recreational Access
3450	PUSH AND PULL	HIGH	MEDIUM	Keep for Recreational Access
3453	BOEDNE BAY	HIGH	HIGH	Keep for Recreational Access
3462	NUNNS CREEK	MEDIUM	MEDIUM	Keep for Recreational Access
3473	BREVOORT LAKE CAMPGROUND	LOW	MEDIUM	Keep for Recreational Access
3473A	BREVOORT LAKE CG SPUR A	LOW	MEDIUM	Keep for Recreational Access
3473AA	BREVOORT LAKE CG SPUR AA	MEDIUM	LOW	Keep for Recreational Access
3473B	BREVOORT LAKE CG SPUR B	HIGH	LOW	Keep for Recreational Access

ID	NAME	Risk Category	Benefit Category	Comments
3473BB	BREVOORT LAKE CG SPUR BB	MEDIUM	LOW	Keep for Recreational Access
3477	GILLE	LOW	HIGH	Keep for Recreational Access
3486	OLD ACCESS	HIGH	MEDIUM	Keep for Recreational Access
3490	PINE ANGLE	LOW	HIGH	Keep for Recreational Access
3545	THREE LAKES CAMPGROUND	LOW	MEDIUM	Keep for Recreational Access
3546	THREE LAKES PICNIC GROUND	HIGH	MEDIUM	Keep for Recreational Access
3560A	SOO SPUR A	MEDIUM	MEDIUM	Keep for Recreational Access
3566	SALT LAKE	HIGH	HIGH	Keep for Recreational Access
3600	EAST SOLDIERS	HIGH	MEDIUM	Keep for Recreational Access
3622A	AVERY SOUTH SPUR A	MEDIUM	MEDIUM	Keep for Recreational Access
3637A	LYNCH SPUR A	LOW	MEDIUM	Keep for Recreational Access
3685	MISSION WEST	LOW	MEDIUM	Keep for Recreational Access
3694	BAY VIEW CAMPGROUND	LOW	MEDIUM	Keep for Recreational Access
3696	BIG PINE PICNIC GROUND	MEDIUM	MEDIUM	Keep for Recreational Access
3698	LAKE SHORE DR SPUR 3698	MEDIUM	MEDIUM	Keep for Recreational Access
3700	MONOCLE LAKE CAMP GROUND	LOW	MEDIUM	Keep for Recreational Access
3700A	MONOCLE LAKE CAMPGROUND SPUR A	MEDIUM	MEDIUM	Keep for Recreational Access
3710	TROUT BROOK POND	HIGH	HIGH	Keep for Recreational Access
3710C	TROUT BROOK POND SPUR C	HIGH	LOW	Keep for Recreational Access
3748	EAST LOOP	HIGH	LOW	Keep for Recreational Access
3748A	EAST LOOP SPUR A	LOW	LOW	Keep for Recreational Access
3750	BRADLEY	MEDIUM	MEDIUM	Keep for Recreational Access
3755	ROCK RAPIDS	LOW	LOW	Keep for Recreational Access
3755A	ROCK RAPIDS SPUR A	LOW	LOW	Keep for Recreational Access
3755B	ROCK RAPIDS SPUR B	LOW	LOW	Keep for Recreational Access
3776	JOLENE	MEDIUM	MEDIUM	Keep for Recreational Access
3777	RABBIT BACK PEAK RD	MEDIUM	MEDIUM	Keep for Recreational Access
I110D	SCRAPE	LOW	LOW	Keep for Recreational Access
I111A	SPUR I111A	HIGH	LOW	Keep for Recreational Access
I120A	SPUR I120A	HIGH	MEDIUM	Keep for Recreational Access
I135C	SPUR I135C	HIGH	LOW	Keep for Recreational Access

ID	NAME	Risk Category	Benefit Category	Comments
I135D	SPUR I135D	LOW	LOW	Keep for Recreational Access
I135G	SPUR I135G	MEDIUM	LOW	Keep for Recreational Access
I135H	SPUR I135H	HIGH	LOW	Keep for Recreational Access
I188A	SPUR I188A0	HIGH	LOW	Keep for Recreational Access
I42E	SPUR I42E	HIGH	MEDIUM	Keep for Recreational Access
I75C	SPUR I75C	HIGH	LOW	Keep for Recreational Access
I98A	SPUR 98A	HIGH	LOW	Keep for Recreational Access
I98B	I98B	HIGH	LOW	Keep for Recreational Access
S01A	SPUR S01A	LOW	LOW	Keep for Recreational Access
S13C	SPUR S13C	HIGH	MEDIUM	Keep for Recreational Access
S25C	SPUR S25C	MEDIUM	LOW	Keep for Recreational Access
S25D	SPUR S25D	MEDIUM	LOW	Keep for Recreational Access
S33B	SPUR S33B	MEDIUM	MEDIUM	Keep for Recreational Access
S76B	SPUR 3139 S76B	LOW	HIGH	Keep for Recreational Access
ID	NAME	Risk Category	Benefit Category	Comments
3000	3M	LOW	LOW	Needed for administrative use
3002	JACK PINE WEST	LOW	MEDIUM	Needed for administrative use
3004	HAYWARD SCHOOL SPUR 3004	HIGH	MEDIUM	Needed for administrative use
3006	TAHQAMENON WEST	LOW	MEDIUM	Needed for administrative use
3007	MID SECTION	HIGH	MEDIUM	Needed for administrative use
3011	BOBBYGAY LOOP	HIGH	MEDIUM	Needed for administrative use
3012	PARDEE	LOW	MEDIUM	Needed for administrative use
3013	TURICK	MEDIUM	MEDIUM	Needed for administrative use
3014	MID ELEVEN	LOW	LOW	Needed for administrative use
3014A	MID ELEVEN SPUR A	LOW	LOW	Needed for administrative use
3015	PINE PLANT	MEDIUM	MEDIUM	Needed for administrative use
3015A	PINE PLANT SPUR A	MEDIUM	MEDIUM	Needed for administrative use
3015B	PINE PLANT SPUR B	MEDIUM	MEDIUM	Needed for administrative use
3016	BOB	HIGH	MEDIUM	Needed for administrative use
3017	WHITE CREEK NORTH	HIGH	LOW	Needed for administrative use
3017A	WHITE CREEK NORTH SPUR A	LOW	LOW	Needed for administrative use
3018	MIDDLE TOWN	HIGH	HIGH	Needed for administrative use
3019	BLUEBERRY	LOW	MEDIUM	Needed for administrative use
3021	PHIL	LOW	HIGH	Needed for administrative use
3021C	PHIL SPUR C			Needed for administrative use
3023	HARRY	LOW	MEDIUM	Needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
3024	MEL	LOW	MEDIUM	Needed for administrative use
3024A	MEL ROAD SPUR A	LOW	LOW	Needed for administrative use
3025	SMITH	LOW	MEDIUM	Needed for administrative use
3025A	SMITH ROAD SPUR A	LOW	LOW	Needed for administrative use
3025B	SMITH ROAD SPUR B	MEDIUM	LOW	Needed for administrative use
3025D	3025 SPUR D	LOW	LOW	Needed for administrative use
3025F	3025 SPUR F	LOW	MEDIUM	Needed for administrative use
3025H	3025 SPUR H	LOW	LOW	Needed for administrative use
3026	TOWN HALL	LOW	MEDIUM	Needed for administrative use
3027	AARON	LOW	LOW	Needed for administrative use
3027A	AARON SPUR A	LOW	LOW	Needed for administrative use
3028	FRED	HIGH	LOW	Needed for administrative use
3029	MAYNARD	LOW	MEDIUM	Needed for administrative use
3030	LOG CAMP	LOW	LOW	Needed for administrative use
3030A	LOG CAMP SPUR A	MEDIUM	MEDIUM	Needed for administrative use
3031	WHITEFISH ROAD	HIGH	MEDIUM	Needed for administrative use
3031A	WHITEFISH ROAD SPUR A	MEDIUM	MEDIUM	Needed for administrative use
3031C	3031 SPUR C	LOW	LOW	Needed for administrative use
3032	BIG SPRING	HIGH	MEDIUM	Needed for administrative use
3035	RACO PRAIRIE	MEDIUM	MEDIUM	Needed for administrative use
3041	LITTLE AVERY	HIGH	MEDIUM	Needed for administrative use
3043	KLEPSCH	HIGH	MEDIUM	Needed for administrative use
3044	JACK PINE FLAT	HIGH	MEDIUM	Needed for administrative use
3047	KAREN	LOW	HIGH	Needed for administrative use
3051	SAMANTHA	MEDIUM	MEDIUM	Needed for administrative use
3052	PENDILLS LAKE CO RD			Needed for administrative use
3052A	MISSION HILL SPUR A	MEDIUM	MEDIUM	Needed for administrative use
3053	MUD CREEK	HIGH	MEDIUM	Needed for administrative use
3056	LAAKSON	HIGH	MEDIUM	Needed for administrative use
3057	CO RD 221 SPUR 3057	MEDIUM	LOW	Needed for administrative use
3058	PAUL	LOW	MEDIUM	Needed for administrative use
3059	HOOP	LOW	HIGH	Needed for administrative use
3061	RUSS	LOW	MEDIUM	Needed for administrative use
3063	SHORT	LOW	MEDIUM	Needed for administrative use
3064	HART	LOW	MEDIUM	Needed for administrative use
3065	OLD RUT	MEDIUM	MEDIUM	Needed for administrative use
3066	TOP EIGHTEEN	LOW	MEDIUM	Needed for administrative use
3067	STUB	LOW	LOW	Needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
3068	HORSESHOE CREEK	LOW	MEDIUM	Needed for administrative use
3070	JOHN	HIGH	HIGH	Needed for administrative use
3071	MINNE	LOW	MEDIUM	Needed for administrative use
3072	PAT	LOW	MEDIUM	Needed for administrative use
3073	TAHQ	LOW	LOW	Needed for administrative use
3074	BURK			Needed for administrative use
3074A	BURK SPUR A	LOW	MEDIUM	Needed for administrative use
3075	NARNEY	LOW	LOW	Needed for administrative use
3077	PLAINS	LOW	MEDIUM	Needed for administrative use
3077C	PLAINS SPUR C	LOW	LOW	Needed for administrative use
3078	ALAN	LOW	LOW	Needed for administrative use
3079	JAN	LOW	MEDIUM	Needed for administrative use
3080	KARR	LOW	LOW	Needed for administrative use
3081	RASPBERRY	LOW	LOW	Needed for administrative use
3081C	RASPBERRY SPUR C	LOW	LOW	Needed for administrative use
3081D	RASPBERRY SPUR D	LOW	LOW	Needed for administrative use
3082	CRANE CLAN	LOW	LOW	Needed for administrative use
3085	NASH	HIGH	LOW	Needed for administrative use
3085A	NASH SPUR A	LOW	LOW	Needed for administrative use
3086	BEAR PEN	LOW	LOW	Needed for administrative use
3086A	BEAR PEN SPUR A	LOW	LOW	Needed for administrative use
3086B	BEAR PEN SPUR B	LOW	LOW	Needed for administrative use
3088	F-5	LOW	LOW	Needed for administrative use
3091	FREDERICK	MEDIUM	LOW	Needed for administrative use
3092	JOINER	HIGH	LOW	Needed for administrative use
3093	CROWN	LOW	MEDIUM	Needed for administrative use
3096	CLEANUP	MEDIUM	LOW	Needed for administrative use
3099	BLOWOUT	HIGH	MEDIUM	Needed for administrative use
3101	WOLSKI RD	LOW	MEDIUM	Needed for administrative use
3104	CASTLE ROCK	HIGH	MEDIUM	Needed for administrative use
3105A	ROUND LAKE SPUR A	MEDIUM	LOW	Needed for administrative use
3105C	ROUND LAKE SPUR C	LOW	LOW	Needed for administrative use
3105C	ROUND LAKE SPUR C	LOW	LOW	Needed for administrative use
3105F	ROUND LAKE SPUR F	LOW	MEDIUM	Needed for administrative use
3105H	ROUND LAKE SPUR H	MEDIUM	LOW	Needed for administrative use
3108G	BREVOORT CAMP SPUR G	MEDIUM	LOW	Needed for administrative use
3110	MAPLE	LOW	LOW	Needed for administrative use
3111	OLD LAKE	HIGH	LOW	Needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
3111A	OLD LAKE SPUR A	HIGH	HIGH	Needed for administrative use
3111C	OLD LAKE SPUR C	LOW	LOW	Needed for administrative use
3113F	AKRIGG ROAD SPUR F	MEDIUM	LOW	Needed for administrative use
3113H	AKRIGG ROAD SPUR H	MEDIUM	LOW	Needed for administrative use
3113I	AKRIGG ROAD SPUR I	HIGH	LOW	Needed for administrative use
3113IA	3113I SPUR A	MEDIUM	LOW	Needed for administrative use
3113J	AKRIGG ROAD SPUR J	MEDIUM	LOW	Needed for administrative use
3113M	AKRIGG ROAD SPUR M	HIGH	LOW	Needed for administrative use
3113N	AKRIGG ROAD SPUR N	HIGH	LOW	Needed for administrative use
3113O	AKRIGG ROAD SPUR O	MEDIUM	LOW	Needed for administrative use
3113P	AKRIGG ROAD SPUR P	MEDIUM	LOW	Needed for administrative use
3113Q	AKRIGG ROAD SPUR Q	MEDIUM	LOW	Needed for administrative use
3113R	AKRIGG ROAD SPUR R	MEDIUM	MEDIUM	Needed for administrative use
3113S	AKRIGG ROAD SPUR S	MEDIUM	LOW	Needed for administrative use
3113T	AKRIGG ROAD SPUR T	MEDIUM	LOW	Needed for administrative use
3114	GUARD LAKE	HIGH	MEDIUM	Needed for administrative use
3114B	GUARD LAKE SPUR B	MEDIUM	LOW	Needed for administrative use
3114C	GUARD LAKE SPUR C	LOW	LOW	Needed for administrative use
3114CA	GUARD LAKE SPUR CA	LOW	LOW	Needed for administrative use
3114D	GUARD LAKE SPUR D	LOW	LOW	Needed for administrative use
3115	MAPLE HILL	LOW	MEDIUM	Needed for administrative use
3115A	MAPLE HILL SPUR A	LOW	LOW	Needed for administrative use
3115B	MAPLE HILL SPUR B	LOW	MEDIUM	Needed for administrative use
3116A	SPRING ROAD SPUR A	LOW	LOW	Needed for administrative use
3116B	SPRING ROAD SPUR B	LOW	LOW	Needed for administrative use
				Needed for administrative use
3116CA	SPRING ROAD SPUR CA	MEDIUM	LOW	
3116D	SPRING ROAD SPUR D	LOW	LOW	Needed for administrative use
3116F	SPRING ROAD SPUR F	MEDIUM	MEDIUM	Needed for administrative use
3116H	SPRING ROAD SPUR H	MEDIUM	LOW	Needed for administrative use
3116J	SPRING ROAD SPUR J	LOW	LOW	Needed for administrative use
3116K	SPRING ROAD SPUR K	LOW	LOW	Needed for administrative use
3116M	SPRING ROAD SPUR M	HIGH	LOW	Needed for administrative use
3116P	SPRING ROAD SPUR P	MEDIUM	LOW	Needed for administrative use
3118	RED CREEK	HIGH	MEDIUM	Needed for administrative use
3118C	RED CREEK SPUR C	HIGH	MEDIUM	Needed for administrative use
3118F	RED CREEK SPUR F	MEDIUM	LOW	Needed for administrative use
3119A	EAST LAKE SPUR A	HIGH	LOW	Needed for administrative use
3119AA	EAST LAKE SPUR AA	MEDIUM	LOW	Needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
3119C	EAST LAKE SPUR C	MEDIUM	LOW	Needed for administrative use
3119H	EAST LAKE SPUR H	MEDIUM	LOW	Needed for administrative use
3119I	EAST LAKE SPUR I	LOW	MEDIUM	Needed for administrative use
3119J	EAST LAKE SPUR J	LOW	MEDIUM	Needed for administrative use
3119L	EAST LAKE SPUR L	LOW	LOW	Needed for administrative use
3120	BREVOORT REEF	MEDIUM	LOW	Needed for administrative use
3121	NORTH BRANCH CARP EAST	LOW	LOW	Needed for administrative use
3121A	NORTH BRANCH CARP E. SPUR A	LOW	LOW	Needed for administrative use
3123	QUARRY	HIGH	MEDIUM	Needed for administrative use
3123A	QUARRY SPUR A	HIGH	LOW	Needed for administrative use
3123E	QUARRY SPUR E	HIGH	LOW	Needed for administrative use
3123F	QUARRY SPUR F	HIGH	LOW	Needed for administrative use
3124	BURMA GRADE	LOW	HIGH	Needed for administrative use
3124B	BURMA GRADE SPUR B	MEDIUM	MEDIUM	Needed for administrative use
3124C	BURMA GRADE SPUR C	MEDIUM	MEDIUM	Needed for administrative use
3124E	BURMA GRADE SPUR E	LOW	MEDIUM	Needed for administrative use
3124F	BURMA GRADE SPUR F	HIGH	MEDIUM	Needed for administrative use
3124I	BURMA GRADE SPUR I	LOW	MEDIUM	Needed for administrative use
3124K	BURMA GRADE SPUR	MEDIUM	MEDIUM	Needed for administrative use
3125	H.VERTZ	LOW	MEDIUM	Needed for administrative use
3127C	CARP RIVER SPUR	HIGH	MEDIUM	Needed for administrative use
3129	WEST BOW	HIGH	LOW	Needed for administrative use
3130	SPILE DAM	HIGH	LOW	Needed for administrative use
3131	SULLIVAN	HIGH	HIGH	Needed for administrative use
3131C	SULLIVAN SPUR C	LOW	MEDIUM	Needed for administrative use
3131CA	SULLIVAN SPUR CA	LOW	MEDIUM	Needed for administrative use
3131CB	SULLIVAN SPUR CB	LOW	MEDIUM	Needed for administrative use
3131J	SULLIVAN SPUR J	MEDIUM	MEDIUM	Needed for administrative use
3131K	SULLIVAN SPUR K	MEDIUM	MEDIUM	Needed for administrative use
3132B	SWEIGER SPUR B	HIGH	MEDIUM	Needed for administrative use
3132C	SWEIGER SPUR C			Needed for administrative use
3132CA	SWEIGER SPUR CA	MEDIUM	MEDIUM	Needed for administrative use
3132CB	SWEIGER SPUR CB			Needed for administrative use
3132D	SWEIGER SPUR D	HIGH	MEDIUM	Needed for administrative use
3132F	SWEIGER SPUR F	HIGH	HIGH	Needed for administrative use
3132FA	SWEIGER SPUR FA	LOW	HIGH	Needed for administrative use
3132FB	SWEIGER SPUR FB	LOW	MEDIUM	Needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
3132G	SWEIGER SPUR G	LOW	MEDIUM	Needed for administrative use
3132I	SWEIGER SPUR I	LOW	MEDIUM	Needed for administrative use
3133	DEMOND HILL	HIGH	MEDIUM	Needed for administrative use
3136	CAMP FAUNCE	HIGH	MEDIUM	Needed for administrative use
3136B	BLACK CREEK SPUR B	LOW	MEDIUM	Needed for administrative use
3136BA	BLACK CREEK SPUR BA	MEDIUM	LOW	Needed for administrative use
3136D	BLACK CREEK SPUR D	MEDIUM	MEDIUM	Needed for administrative use
3139	DICK	HIGH	MEDIUM	Needed for administrative use
3139A	DICK SPUR A	HIGH	LOW	Needed for administrative use
3139AA	DICK SPUR AA	LOW	LOW	Needed for administrative use
3139B	DICK SPUR B	MEDIUM	MEDIUM	Needed for administrative use
3139C	DICK SPUR C	MEDIUM	LOW	Needed for administrative use
3139L	DICK SPUR L	MEDIUM	MEDIUM	Needed for administrative use
3139M	DICK SPUR M	MEDIUM	MEDIUM	Needed for administrative use
3139N	DICK SPUR N	MEDIUM	MEDIUM	Needed for administrative use
3139P	DICK SPUR P	MEDIUM	MEDIUM	Needed for administrative use
3141A	LONE PINE SPUR A	LOW	MEDIUM	Needed for administrative use
3141C	PINE FIBRON SPUR C	MEDIUM	MEDIUM	Needed for administrative use
3142AA	STRONGS ROAD SOUTH SPUR AA	LOW	MEDIUM	Needed for administrative use
3144B	NO DOE SPUR B	LOW	LOW	Needed for administrative use
3144H	NO DOE SPUR H	LOW	MEDIUM	Needed for administrative use
3147	RED CREEK WEST	MEDIUM	LOW	Needed for administrative use
3148	NATIONAL GUARD	LOW	LOW	Needed for administrative use
3149	GRADE	LOW	MEDIUM	Needed for administrative use
3150F	OLD LAKE SHORE DRIVE SPUR F	HIGH	LOW	Needed for administrative use
3150L	OLD LK SHORE DR SPUR L	HIGH	MEDIUM	Needed for administrative use
3152	MISSION HILL	LOW	MEDIUM	Needed for administrative use
3154B	SHIELDS RD			Needed for administrative use
3156A	CAD SOO SPUR A	MEDIUM	LOW	Needed for administrative use
3156C	CAD SOO SPUR C	LOW	MEDIUM	Needed for administrative use
3156M	CAD SOO SPUR M	LOW	LOW	Needed for administrative use
3156MA	CAD SOO SPUR MA	LOW	MEDIUM	Needed for administrative use
3157	REXFORD NORTH	MEDIUM	MEDIUM	Needed for administrative use
3157B	REXFORD NORTH SPUR B	MEDIUM	LOW	Needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
3157D	REXFORD NORTH SPUR D	LOW	MEDIUM	Needed for administrative use
3158	HIGHBANKS	HIGH	HIGH	Needed for administrative use
3159A	SALT POINT SPUR A	LOW	LOW	Needed for administrative use
3159AA	SALT POINT SPUR AA	LOW	LOW	Needed for administrative use
3159AB	SALT POINT SPUR AB	LOW	LOW	Needed for administrative use
3159B	SALT POINT SPUR B	LOW	LOW	Needed for administrative use
3159C	SALT POINT SPUR C	LOW	MEDIUM	Needed for administrative use
3159CA	SALT POINT SPUR CA	LOW	MEDIUM	Needed for administrative use
3159D	SALT POINT SPUR D	LOW	LOW	Needed for administrative use
3159DA	SALT POINT SPUR DA	LOW	LOW	Needed for administrative use
3159F	SALT POINT SPUR F	LOW	LOW	Needed for administrative use
3159G	SALT POINT SPUR G	LOW	LOW	Needed for administrative use
3159H	SALT POINT SPUR H	MEDIUM	LOW	Needed for administrative use
3159J	SALT POINT (FH-83) SPUR J	LOW	LOW	Needed for administrative use
3161A	FLAT FOOT SPUR A	LOW	LOW	Needed for administrative use
3161AA	FLAT FOOT SPUR AA	LOW	LOW	Needed for administrative use
3161B	FLAT FOOT SPUR B	LOW	LOW	Needed for administrative use
3161D	FLAT FOOT SPUR D	LOW	LOW	Needed for administrative use
3162	DUCK LAKE	HIGH	MEDIUM	Needed for administrative use
3162A	DUCK LAKE SPUR A	HIGH	LOW	Needed for administrative use
3162C	DUCK LAKE SPUR C	HIGH	LOW	Needed for administrative use
3162E	DUCK LAKE SPUR E	HIGH	LOW	Needed for administrative use
3163B	OLD CASTLE ROCK SPUR B	LOW	LOW	Needed for administrative use
3164	NELSON	MEDIUM	MEDIUM	Needed for administrative use
3170	C-M SOUTHWEST	HIGH	LOW	Needed for administrative use
3170B	C-M SOUTHWEST SPUR B	MEDIUM	LOW	Needed for administrative use
3171	SOUTH COVE	HIGH	LOW	Needed for administrative use
3172	SCHLEHUBER	MEDIUM	LOW	Needed for administrative use
3172A	SCHLEHUBER SPUR A	MEDIUM	LOW	Needed for administrative use
3172B	SCHLEHUBER SPUR B	MEDIUM	LOW	Needed for administrative use
3172D	SCHLEHUBER SPUR D	MEDIUM	LOW	Needed for administrative use
3172F	SCHLEHUBER SPUR F	MEDIUM	LOW	Needed for administrative use
3173	OLD US-2 SPUR 3173			Needed for administrative use
3178	WEST BIG SPRING	LOW	MEDIUM	Needed for administrative use
3179	FH-8 SPUR 3179	MEDIUM	LOW	Needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
3179A	FH-8 SPUR 3179A	HIGH	MEDIUM	Needed for administrative use
3180	LUMPSON CREEK	MEDIUM	MEDIUM	Needed for administrative use
3182	IROQUOIS SPUR 3182	MEDIUM	MEDIUM	Needed for administrative use
3183	IROQUOIS SPUR 3183	MEDIUM	MEDIUM	Needed for administrative use
3184	IROQUOIS SPUR 3184	MEDIUM	MEDIUM	Needed for administrative use
3186	SWEIGER NORTH			Needed for administrative use
3187	SWEIGER WEST	HIGH	MEDIUM	Needed for administrative use
3188	MISERY LODGE	LOW	LOW	Needed for administrative use
3189	SONJA	LOW	MEDIUM	Needed for administrative use
3190	SPLIT PINE ROAD	LOW	LOW	Needed for administrative use
3191	M-123 SPUR 3191	HIGH	MEDIUM	Needed for administrative use
3192	M-123 SPUR 3192	HIGH	MEDIUM	Needed for administrative use
3195	BLACK	MEDIUM	MEDIUM	Needed for administrative use
3196	BLUFF	LOW	MEDIUM	Needed for administrative use
3197	LITTLE BOBBYGAY	MEDIUM	LOW	Needed for administrative use
3200	KIRKLAND	LOW	MEDIUM	Needed for administrative use
3201	RAIL ROAD NORTH	HIGH	MEDIUM	Needed for administrative use
3202	ARROW	LOW	MEDIUM	Needed for administrative use
3205	BURR	HIGH	MEDIUM	Needed for administrative use
3206	QUARRY NORTH	HIGH	HIGH	Needed for administrative use
3207	MIDDLE	LOW	LOW	Needed for administrative use
3208	SKUNK	MEDIUM	HIGH	Needed for administrative use
3209	WEASEL	LOW	LOW	Needed for administrative use
3216	GRACE			Needed for administrative use
3218	POWER LINE	LOW	MEDIUM	Needed for administrative use
3219	MOUSE TRACK	LOW	LOW	Needed for administrative use
3223	AIRFIELD	LOW	LOW	Needed for administrative use
3229	DEER FOOT LAKE	MEDIUM	HIGH	Needed for administrative use
				Needed for administrative use
3231	ROXBURY CREEK NORTH	MEDIUM	LOW	
3232A	SOMER SPUR A	MEDIUM	LOW	Needed for administrative use
3234	WHITEFISH BAY	MEDIUM	LOW	Needed for administrative use
3235	54 POND	LOW	LOW	Needed for administrative use
3237	BEER LAKE	LOW	MEDIUM	Needed for administrative use
3237A	BEER LAKE SPUR A	MEDIUM	LOW	Needed for administrative use
3239	OZARK (CO RD 530)			Needed for administrative use
3240	LAKE			Needed for administrative use
3241	CHURCH			Needed for administrative use
3242	VERTZ			Needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
3242B	VERTZ SPUR B			Needed for administrative use
3243	SHUTES			Needed for administrative use
3243A	SHUTES SPUR A	MEDIUM	LOW	Needed for administrative use
3244	CLARK	HIGH	MEDIUM	Needed for administrative use
3245	DORGANS	LOW	LOW	Needed for administrative use
3247	BEAR CREEK PINES	LOW	LOW	Needed for administrative use
3249	BIG SPRING PIT WEST	HIGH	HIGH	Needed for administrative use
3251	EASTWEST ROAD	HIGH	MEDIUM	Needed for administrative use
3252	NO NAME ROAD NO.2	HIGH	LOW	Needed for administrative use
3253	FH-8 SPUR 3253	HIGH	MEDIUM	Needed for administrative use
3254	CORDELL	MEDIUM	LOW	Needed for administrative use
3257	412B	HIGH	MEDIUM	Needed for administrative use
3302	CIRCLE PINE	MEDIUM	MEDIUM	Needed for administrative use
3303	BREVOORT RIVER	HIGH	HIGH	Needed for administrative use
3304	MEAD	HIGH	LOW	Needed for administrative use
3304B	MEAD SPUR B	MEDIUM	LOW	Needed for administrative use
3304C	MEAD SPUR C	HIGH	LOW	Needed for administrative use
3304D	MEAD SPUR D	MEDIUM	LOW	Needed for administrative use
3305A	HOOK SPUR A	HIGH	LOW	Needed for administrative use
3306	SEARCH BAY SECTION 25	MEDIUM	LOW	Needed for administrative use
3308	CARP RIVER	HIGH	MEDIUM	Needed for administrative use
3308CA	CARP RIVER SPUR CA	LOW	LOW	Needed for administrative use
3309	EDISON	HIGH	LOW	Needed for administrative use
3309A	EDISON SPUR A	MEDIUM	LOW	Needed for administrative use
3309E	EDISON SPUR E	HIGH	LOW	Needed for administrative use
3309F	EDISON SPUR F	LOW	LOW	Needed for administrative use
3309G	EDISON SPUR G	HIGH	LOW	Needed for administrative use
3309H	EDISON SPUR H	MEDIUM	LOW	Needed for administrative use
3309HA	EDISON SPUR HA	MEDIUM	LOW	Needed for administrative use
3309J	EDISON SPUR J	MEDIUM	LOW	Needed for administrative use
3310	ENVELOPED	HIGH	MEDIUM	Needed for administrative use
3311	H-57 SPUR 3311	LOW	MEDIUM	Needed for administrative use
3316	FAY	LOW	MEDIUM	Needed for administrative use
3317A	ERICA SPUR A	LOW	MEDIUM	Needed for administrative use
3318	AKRIGG EAST	HIGH	LOW	Needed for administrative use
3318A	AKRIGG EAST SPUR A	HIGH	LOW	Needed for administrative use
3318B	AKRIGG EAST SPUR B	MEDIUM	LOW	Needed for administrative use
3319	VOIGHT	MEDIUM	LOW	Needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
3320	ROCK SPRING	HIGH	LOW	Needed for administrative use
3322	M-123 SPUR 3322	LOW	LOW	Needed for administrative use
3322A	M-123 SPUR 3322 SPUR A	LOW	LOW	Needed for administrative use
3322B	M-123 SPUR 3322 SPUR B	LOW	LOW	Needed for administrative use
3323C	SYLVESTER SPUR C	MEDIUM	LOW	Needed for administrative use
3323H	SYLVESTER SPUR H	HIGH	LOW	Needed for administrative use
3324	M-123 SPUR 3324	LOW	MEDIUM	Needed for administrative use
3326	RIVER SOURCE			Needed for administrative use
3326A	RIVER SOURCE SPUR A	LOW	MEDIUM	Needed for administrative use
3327B	EAST LAKE BR CARP RIVER SPUR B	HIGH	LOW	Needed for administrative use
3327E	EAST LAKE BR CARP RIVER SPUR E	HIGH	LOW	Needed for administrative use
3328	HEMLOCK CAMP	LOW	MEDIUM	Needed for administrative use
3329	TAYLOR CREEK	HIGH	LOW	Needed for administrative use
3329A	TAYLOR CREEK SPUR A	LOW	LOW	Needed for administrative use
3329AA	TAYLOR CREEK SPUR AA	MEDIUM	LOW	Needed for administrative use
3329AB	TAYLOR CREEK SPUR AB	LOW	LOW	Needed for administrative use
3329C	TAYLOR CREEK SPUR C	HIGH	MEDIUM	Needed for administrative use
3329CA	TAYLOR CREEK SPUR CA	LOW	LOW	Needed for administrative use
3329CB	TAYLOR CREEK SPUR CB	LOW	MEDIUM	Needed for administrative use
3329DA	TAYLOR CREEK SPUR DA	MEDIUM	LOW	Needed for administrative use
3329G	TAYLOR CREEK SPUR G	HIGH	LOW	Needed for administrative use
3330B	KOSKI POND SPUR B	LOW	LOW	Needed for administrative use
3330C	KOSKI POND SPUR C	HIGH	LOW	Needed for administrative use
3330D	KOSKI POND SPUR D	LOW	LOW	Needed for administrative use
3331	APW	LOW	MEDIUM	Needed for administrative use
3331A	APW SPUR A	LOW	LOW	Needed for administrative use
3331C	APW SPUR C	MEDIUM	LOW	Needed for administrative use
3332	FIBORN	HIGH	HIGH	Needed for administrative use
3332D	FIBORN SPUR D	LOW	MEDIUM	Needed for administrative use
3337A	INDIAN CAMP SPUR A	MEDIUM	LOW	Needed for administrative use
3339	HAYWARD SCHOOL	HIGH	HIGH	Needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
3339A	HAYWARD SCHOOL SPUR A	LOW	LOW	Needed for administrative use
3339AA	HAYWARD SCHOOL SPUR AA	LOW	LOW	Needed for administrative use
3339AB	HAYWARD SCHOOL SPUR AB	LOW	MEDIUM	Needed for administrative use
3339C	HAYWARD SCHOOL SPUR C	LOW	MEDIUM	Needed for administrative use
3339CA	HAYWARD SCHOOL SPUR CA	LOW	LOW	Needed for administrative use
3339CB	HAYWARD SCHOOL SPUR CB	MEDIUM	MEDIUM	Needed for administrative use
3340	NO PIPE	MEDIUM	MEDIUM	Needed for administrative use
3342	POT HOLE	LOW	MEDIUM	Needed for administrative use
3342A	POT HOLE SPUR A	LOW	MEDIUM	Needed for administrative use
3342B	POT HOLE SPUR B	LOW	MEDIUM	Needed for administrative use
3343	BOBBYGAY LAKE	HIGH	MEDIUM	Needed for administrative use
3343FA	BOBBYGAY LAKE SPUR FA	MEDIUM	LOW	Needed for administrative use
3344	BOBBYGAY WEST	HIGH	HIGH	Needed for administrative use
3344A	WILWIN SPUR A	HIGH	MEDIUM	Needed for administrative use
3344AA	WILWIN SPUR AA	MEDIUM	MEDIUM	Needed for administrative use
3345	RFS	HIGH	HIGH	Needed for administrative use
3350	PITCHER	MEDIUM	MEDIUM	Needed for administrative use
3351	M-123 SPUR 3351			Needed for administrative use
3352	WEST BR WAISKA RIVER	HIGH	MEDIUM	Needed for administrative use
3352C	W BR WAISKA RIVER SPUR C	LOW	MEDIUM	Needed for administrative use
3352M	W BR WAISKA RIVER SPUR M	HIGH	LOW	Needed for administrative use
3352Q	W BR WAISKA RIVER SPUR Q	HIGH	LOW	Needed for administrative use
3353	DEER FOOT LAKE NORTH	LOW	MEDIUM	Needed for administrative use
3355	FH-0 SPUR 3355	MEDIUM	MEDIUM	Needed for administrative use
3356	ARBUTUS LAKE	HIGH	MEDIUM	Needed for administrative use
3356AA	ARBUTUS LAKES SPUR AA	MEDIUM	MEDIUM	Needed for administrative use
3356B	ARBUTUS LAKE SPUR B	MEDIUM	MEDIUM	Needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
3356D	ARBUTUS LAKE SPUR D	HIGH	MEDIUM	Needed for administrative use
3358	WILLIAMS WEST	HIGH	HIGH	Needed for administrative use
3359	SOUTH RACO			Needed for administrative use
3359A	SOUTH RACO SPUR A	LOW	MEDIUM	Needed for administrative use
3360	ROBYN	LOW	LOW	Needed for administrative use
3361	M-28 SPUR 3361	LOW	MEDIUM	Needed for administrative use
3362	CROOKED CHERRY	LOW	LOW	Needed for administrative use
3364	DISHPAN	HIGH	MEDIUM	Needed for administrative use
3364B	DISHPAN SPUR B	LOW	MEDIUM	Needed for administrative use
3366	AVERY	LOW	MEDIUM	Needed for administrative use
3367	PROCTOR LAKE	LOW	HIGH	Needed for administrative use
3367A	PROCTOR LAKE SPUR A	LOW	LOW	Needed for administrative use
				Needed for administrative use
3367AA	PROCTOR LAKE SPUR AA	LOW	LOW	
3367D	PROCTOR LAKE SPUR D	LOW	LOW	Needed for administrative use
3367E	PROCTOR LAKE SPUR E	LOW	MEDIUM	Needed for administrative use
3368	RYE	LOW	LOW	Needed for administrative use
3369	IROQUOIS	LOW	LOW	Needed for administrative use
3370	FOX HILL	LOW	MEDIUM	Needed for administrative use
3373	HORSCHMIDT	LOW	LOW	Needed for administrative use
3374	FH-8 SPUR 3374	HIGH	MEDIUM	Needed for administrative use
3374A	FH-8 SPUR 3374A	HIGH	MEDIUM	Needed for administrative use
3375	PINE STUMP	LOW	MEDIUM	Needed for administrative use
3375A	PINE STUMP SPUR A	MEDIUM	MEDIUM	Needed for administrative use
3375AA	PINE STUMP SPUR AA	MEDIUM	MEDIUM	Needed for administrative use
3378A	MAPLEWOOD SPUR A	LOW	MEDIUM	Needed for administrative use
3381	GYM	LOW	MEDIUM	Needed for administrative use
3382	KENNETH SOUTH	HIGH	LOW	Needed for administrative use
				Needed for administrative use
3382C	KENNETH SOUTH SPUR C	MEDIUM	LOW	
3383	PLATZ	MEDIUM	LOW	Needed for administrative use
3384	WET	HIGH	LOW	Needed for administrative use
3385	CRYDERMAN			Needed for administrative use
3387	C94 SOUTH	LOW	LOW	Needed for administrative use
3391	NUNNS BRIDGE			Needed for administrative use
3392	RED	MEDIUM	LOW	Needed for administrative use
3393	CO. RD 424 SPUR 3393	HIGH	LOW	Needed for administrative use
3393A	CO. RD 424 SPUR 3393A	MEDIUM	LOW	Needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
3399	JACK PINE	MEDIUM	MEDIUM	Needed for administrative use
3400	FH-42 SPUR 3400	HIGH	HIGH	Needed for administrative use
3404	DIAMOND PINE	LOW	LOW	Needed for administrative use
3406	NICHOLLS	LOW	MEDIUM	Needed for administrative use
3407A	BEECHWOOD SPUR A	LOW	MEDIUM	Needed for administrative use
3407C	BEECHWOOD SPUR C	LOW	MEDIUM	Needed for administrative use
3409	LOST LAKE	LOW	MEDIUM	Needed for administrative use
3409A	LOST LAKE SPUR A	MEDIUM	MEDIUM	Needed for administrative use
3409B	LOST LAKE SPUR B	LOW	MEDIUM	Needed for administrative use
3410	MIXED PINE	LOW	MEDIUM	Needed for administrative use
3411	JULANN	HIGH	MEDIUM	Needed for administrative use
3413	HAY LAKE	HIGH	MEDIUM	Needed for administrative use
3413A	HAY LAKE SPUR A	HIGH	LOW	Needed for administrative use
3413E	HAY LAKE SPUR E	HIGH	LOW	Needed for administrative use
3414	OLD JACK	HIGH	MEDIUM	Needed for administrative use
3415	HOCKEY PUCK	LOW	MEDIUM	Needed for administrative use
3416	NEW MARKET			Needed for administrative use
3418	WEST LAKE	HIGH	MEDIUM	Needed for administrative use
3420	HIDDEN	HIGH	LOW	Needed for administrative use
3421	ERIC	HIGH	LOW	Needed for administrative use
3421D	ERIC SPUR D	HIGH	LOW	Needed for administrative use
3421E	ERIC SPUR E	HIGH	LOW	Needed for administrative use
3423A	EBTR SPUR A	HIGH	MEDIUM	Needed for administrative use
3424	PIPELINE	LOW	MEDIUM	Needed for administrative use
3425	NORTH ACCESS	HIGH	LOW	Needed for administrative use
3425C	I-75 NORTH ACCESS SPUR C	LOW	LOW	Needed for administrative use
3425D	I-75 NORTH ACCESS SPUR D	MEDIUM	LOW	Needed for administrative use
3425F	I-75 NORTH ACCESS SPUR F	MEDIUM	LOW	Needed for administrative use
3426	PATHFINDER	HIGH	MEDIUM	Needed for administrative use
3426A	PATHFINDER SPUR A	LOW	LOW	Needed for administrative use
3429	M-123 SPUR 3429	MEDIUM	LOW	Needed for administrative use
3430	M-123 SPUR 3430	MEDIUM	LOW	Needed for administrative use
3433	FH-8 SPUR 3443 (EAST BNDY RD)	HIGH	LOW	Needed for administrative use
3433A	CO RD 221 SPUR 3433A	MEDIUM	LOW	Needed for administrative use
3433B	CO RD 221 SPUR B	HIGH	LOW	Needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
3434	HARTWICK	HIGH	LOW	Needed for administrative use
3434A	HARTWICK SPUR A	MEDIUM	LOW	Needed for administrative use
3435	RRR	HIGH	MEDIUM	Needed for administrative use
3435AA	RRR SPUR AA	LOW	LOW	Needed for administrative use
3435B	RRR SPUR B	LOW	MEDIUM	Needed for administrative use
3435C	RRR SPUR C	MEDIUM	MEDIUM	Needed for administrative use
3436A	SEARCH BAY SPUR A	HIGH	LOW	Needed for administrative use
3436B	SEARCH BAY SPUR B	HIGH	LOW	Needed for administrative use
3436C	SEARCH BAY SPUR C			Needed for administrative use
3436D	SEARCH BAY SPUR D	HIGH	MEDIUM	Needed for administrative use
3436E	SEARCH BAY SPUR E	HIGH	LOW	Needed for administrative use
3436I	SEARCH BAY SPUR I	HIGH	MEDIUM	Needed for administrative use
3437	OTTO	HIGH	MEDIUM	Needed for administrative use
3439	RED PINE	HIGH	MEDIUM	Needed for administrative use
3440	HOMESTEAD	LOW	HIGH	Needed for administrative use
3441	WEST SALT LAKE	MEDIUM	MEDIUM	Needed for administrative use
3446	SETTER	MEDIUM	MEDIUM	Needed for administrative use
3450	PUSH AND PULL	HIGH	MEDIUM	Needed for administrative use
3451	SPANIEL	LOW	MEDIUM	Needed for administrative use
3453	BOEDNE BAY	HIGH	HIGH	Needed for administrative use
3453A	BOEDNE BAY SPUR A	MEDIUM	MEDIUM	Needed for administrative use
3454	COLEGROVE	LOW	MEDIUM	Needed for administrative use
3455	MCLACHLAN	LOW	LOW	Needed for administrative use
3455A	MCLACHLAN SPUR A	MEDIUM	MEDIUM	Needed for administrative use
3456	FLAT GROUND	LOW	MEDIUM	Needed for administrative use
3457	SCHAEFFER			Needed for administrative use
3457B	SCHAEFFER SPUR B	LOW	LOW	Needed for administrative use
3457BA	SCHAEFFER SPUR BA	LOW	LOW	Needed for administrative use
3457E	SCHAEFFER LOOP E	MEDIUM	MEDIUM	Needed for administrative use
3457F	ICE FISHING	LOW	LOW	Needed for administrative use
3458B	BURMA NORTH SPUR B	MEDIUM	LOW	Needed for administrative use
3459	DOG	MEDIUM	HIGH	Needed for administrative use
3460	MCFARLANE			Needed for administrative use
3461A	CLARK SPUR A	LOW	LOW	Needed for administrative use
3462	NUNNS CREEK	MEDIUM	MEDIUM	Needed for administrative use
3466	CO RD 221 SPUR 3466	MEDIUM	MEDIUM	Needed for administrative use
3467	ITALIAN HILL WEST	HIGH	LOW	Needed for administrative use
3468	WATTLES	LOW	MEDIUM	Needed for administrative use
3468A	WATTLES SPUR A	MEDIUM	MEDIUM	Needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
3469	SPRING ED	HIGH	LOW	Needed for administrative use
3471	SHORT BRANCH	HIGH	MEDIUM	Needed for administrative use
3476	SILVER CREEK	LOW	MEDIUM	Needed for administrative use
3476A	SILVER CREEK SPUR A	LOW	MEDIUM	Needed for administrative use
3477	GILLE	LOW	HIGH	Needed for administrative use
3478	GONGER	HIGH	MEDIUM	Needed for administrative use
3479	KREIG	HIGH	MEDIUM	Needed for administrative use
3480	PREY CREEK	HIGH	LOW	Needed for administrative use
3481	SURE BET	LOW	LOW	Needed for administrative use
3481A	SURE BET SPUR A	LOW	LOW	Needed for administrative use
3485	SONGBIRD	LOW	LOW	Needed for administrative use
3487	JODY	HIGH	LOW	Needed for administrative use
3487B	JODY SPUR B	HIGH	LOW	Needed for administrative use
3488	EBERLY	LOW	LOW	Needed for administrative use
3489	HOMESTEAD			Needed for administrative use
3489B	HOMESTEAD SPUR B	HIGH	MEDIUM	Needed for administrative use
3492	HUMPBACK	LOW	MEDIUM	Needed for administrative use
3492A	HUMPBACK SPUR A	LOW	MEDIUM	Needed for administrative use
3492B	HUMPBACK SPUR B	LOW	LOW	Needed for administrative use
3494	HIDE	LOW	LOW	Needed for administrative use
3495	OIL	MEDIUM	LOW	Needed for administrative use
3496	TRAIL	LOW	LOW	Needed for administrative use
3497B	HESELINK SPUR B	MEDIUM	MEDIUM	Needed for administrative use
3498	BERGMAN WEST	HIGH	LOW	Needed for administrative use
3498A	BERGMAN WEST SPUR A	LOW	LOW	Needed for administrative use
3498AA	BERGMAN WEST SPUR AA	LOW	LOW	Needed for administrative use
3498B	BERGMAN WEST SPUR B	LOW	LOW	Needed for administrative use
3500	EAST BARRETT	HIGH	LOW	Needed for administrative use
3501	WILSON	MEDIUM	MEDIUM	Needed for administrative use
3502	FINCK			Needed for administrative use
3509	FH-8 SPUR 3509	HIGH	HIGH	Needed for administrative use
3511	LITTLE BEAR CREEK	HIGH	LOW	Needed for administrative use
3511A	LITTLE BEAR CREEK SPUR A	LOW	LOW	Needed for administrative use
3511B	LITTLE BEAR CREEK SPUR B	MEDIUM	LOW	Needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
3511BA	LITTLE BEAR CREEK SPUR BA	MEDIUM	LOW	Needed for administrative use
3511E	LITTLE BEAR CREEK SPUR E	MEDIUM	LOW	Needed for administrative use
3511F	LITTLE BEAR CREEK SPUR F	MEDIUM	LOW	Needed for administrative use
3511G	LITTLE BEAR CREEK SPUR G	HIGH	LOW	Needed for administrative use
3511H	LITTLE BEAR CREEK SPUR H	MEDIUM	LOW	Needed for administrative use
3512	NEW ROAD	MEDIUM	MEDIUM	Needed for administrative use
3513	SOUTH CORRIDOR	HIGH	MEDIUM	Needed for administrative use
3515	BERRY	HIGH	MEDIUM	Needed for administrative use
3515A	BERRY SPUR A	MEDIUM	LOW	Needed for administrative use
3516A	SHELDON SPUR A	LOW	MEDIUM	Needed for administrative use
3516B	SHELDON SPUR B	LOW	MEDIUM	Needed for administrative use
3517	PEOPLES	HIGH	MEDIUM	Needed for administrative use
3518A	BLIND BISCUIT SPUR A	LOW	MEDIUM	Needed for administrative use
3520	RIVER TRAIL	LOW	MEDIUM	Needed for administrative use
3527	FURLONG	LOW	MEDIUM	Needed for administrative use
3527B	FURLONG SPUR B			Needed for administrative use
3535	SCHREUR	HIGH	HIGH	Needed for administrative use
3535A	SCHREUR SPUR A	HIGH	MEDIUM	Needed for administrative use
3536	RATH	HIGH	MEDIUM	Needed for administrative use
3536A	RATH SPUR A	LOW	LOW	Needed for administrative use
3536AC	RATH SPUR AC	LOW	MEDIUM	Needed for administrative use
3538	NAOMIKONG POND RD	HIGH	LOW	Needed for administrative use
3539	PINE BRANCH	HIGH	MEDIUM	Needed for administrative use
3539A	PINE BRANCH SPUR A	LOW	MEDIUM	Needed for administrative use
3541	DICK SPUR 3541	LOW	MEDIUM	Needed for administrative use
3548	JOHANNES	LOW	MEDIUM	Needed for administrative use
3548A	JOHANNES SPUR A	HIGH	MEDIUM	Needed for administrative use
3548B	JOHANNES SPUR B	MEDIUM	MEDIUM	Needed for administrative use
3549	GETTY	MEDIUM	MEDIUM	Needed for administrative use
3555	RYAN	HIGH	MEDIUM	Needed for administrative use
3556	CADILLAC	LOW	MEDIUM	Needed for administrative use
3556A	CADILLAC SPUR A	HIGH	LOW	Needed for administrative use
3560	SOO	HIGH	HIGH	Needed for administrative use
3561	GOOD	HIGH	MEDIUM	Needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
3561B	GOOD SPUR B	LOW	MEDIUM	Needed for administrative use
3564	BAD	MEDIUM	MEDIUM	Needed for administrative use
3565	COFFIN ROAD	MEDIUM	HIGH	Needed for administrative use
3566	SALT LAKE	HIGH	HIGH	Needed for administrative use
3566A	SALT LAKE SPUR A	LOW	LOW	Needed for administrative use
3577	DENISE	MEDIUM	LOW	Needed for administrative use
3578	RACO			Needed for administrative use
3578A	RACO SPUR A	LOW	LOW	Needed for administrative use
3579	JERRY	LOW	MEDIUM	Needed for administrative use
3580	KADDATZ	LOW	MEDIUM	Needed for administrative use
3580D	KADDATZ SPUR D	LOW	MEDIUM	Needed for administrative use
3594	HERRATH			Needed for administrative use
3594A	HERRATH SPUR A	LOW	LOW	Needed for administrative use
3595	CLEAR CREEK	HIGH	LOW	Needed for administrative use
3598	ORRS CREEK	HIGH	LOW	Needed for administrative use
3602	SOLDIERS LAKE SOUTH	HIGH	MEDIUM	Needed for administrative use
3605	EMMA	HIGH	MEDIUM	Needed for administrative use
3622	AVERY SOUTH	HIGH	MEDIUM	Needed for administrative use
3622B	AVERY SOUTH SPUR B	LOW	LOW	Needed for administrative use
3626	PARALLEL	HIGH	HIGH	Needed for administrative use
3626A	PARALLEL SPUR A	MEDIUM	HIGH	Needed for administrative use
3636	MAPLE STRIP	MEDIUM	LOW	Needed for administrative use
3637	LYNCH			Needed for administrative use
3637A	LYNCH SPUR A	LOW	MEDIUM	Needed for administrative use
3640	FULTZ	MEDIUM	MEDIUM	Needed for administrative use
3640A	FULTZ SPUR A	LOW	MEDIUM	Needed for administrative use
3640B	FULTZ SPUR B	HIGH	LOW	Needed for administrative use
3646	CREEK NUMBER EIGHT	LOW	MEDIUM	Needed for administrative use
3646A	CREEK NUMBER EIGHT SPUR A	MEDIUM	LOW	Needed for administrative use
3646B	CREEK NUMBER EIGHT SPUR B	LOW	MEDIUM	Needed for administrative use
3648	PECK AND RYE	MEDIUM	HIGH	Needed for administrative use
3648A	PECK AND RYE SPUR A	LOW	LOW	Needed for administrative use
3648AA	PECK AND RYE SPUR AA	MEDIUM	LOW	Needed for administrative use
3653	SECTION 36 MIDWEST	LOW	MEDIUM	Needed for administrative use
3661A	M-28 SPUR 3661A	HIGH	LOW	Needed for administrative use
3661C	M-28 3661 SPUR C	HIGH	LOW	Needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
3661D	M-28 3661 SPUR D	HIGH	LOW	Needed for administrative use
3661E	M-28 3661 SPUR E	MEDIUM	LOW	Needed for administrative use
3661F	M-28 3661 SPUR F	LOW	LOW	Needed for administrative use
3662	M-28 SPUR 3662	HIGH	MEDIUM	Needed for administrative use
3666	HORTON	HIGH	MEDIUM	Needed for administrative use
3666A	HORTON SPUR A	HIGH	LOW	Needed for administrative use
3666B	HORTON SPUR B	HIGH	MEDIUM	Needed for administrative use
3667	FH-5 SPUR 3667	LOW	MEDIUM	Needed for administrative use
3667A	FH-5 SPUR 3667 SPUR A	LOW	MEDIUM	Needed for administrative use
3667B	FH-5 SPUR 3667 B	LOW	LOW	Needed for administrative use
3667C	FH-5 SPUR 3667 C	LOW	LOW	Needed for administrative use
3674	M-123 SPUR 3674	MEDIUM	LOW	Needed for administrative use
3675	HERM	LOW	MEDIUM	Needed for administrative use
3677	GEORGE	LOW	MEDIUM	Needed for administrative use
3678	INDIAN	MEDIUM	MEDIUM	Needed for administrative use
3681	UNICORN	LOW	MEDIUM	Needed for administrative use
3682	RAYS	LOW	MEDIUM	Needed for administrative use
3684	TINSLEY	LOW	LOW	Needed for administrative use
3684A	TINSLEY SPUR A	LOW	LOW	Needed for administrative use
3684B	TINSLEY SPUR B	LOW	LOW	Needed for administrative use
3684C	TINSLEY SPUR C	LOW	LOW	Needed for administrative use
3684D	TINSLEY SPUR D	LOW	MEDIUM	Needed for administrative use
3685	MISSION WEST	LOW	MEDIUM	Needed for administrative use
3687A	CAD SOO SPUR 3687A	LOW	MEDIUM	Needed for administrative use
3687C	SOO CAD SPUR 3687C	LOW	MEDIUM	Needed for administrative use
3687D	CAD SOO SPUR 3687 SPUR D	HIGH	LOW	Needed for administrative use
3689	M-123 SPUR 3689	HIGH	MEDIUM	Needed for administrative use
3689C	M-123 SPUR 3689 SPUR C	MEDIUM	LOW	Needed for administrative use
3697	SANDHILL	LOW	MEDIUM	Needed for administrative use
3704	27 MILE	LOW	LOW	Needed for administrative use
3704A	27 MILE SPUR A	MEDIUM	MEDIUM	Needed for administrative use
3706	RUSTY TRAP	LOW	MEDIUM	Needed for administrative use
3708	DEMOND	LOW	MEDIUM	Needed for administrative use
3710A	TROUT BROOK POND SPUR A	HIGH	LOW	Needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
3710B	TROUT BROOK POND SPUR B	HIGH	MEDIUM	Needed for administrative use
3712	WILLIAMS LAKE EAST			Needed for administrative use
3712B	WILLIAMS LAKE SPUR B	LOW	LOW	Needed for administrative use
3722A	GAMBLE LAKE SPUR A	MEDIUM	LOW	Needed for administrative use
3731	SHEPARD	MEDIUM	LOW	Needed for administrative use
3732	WEST SPUR	MEDIUM	LOW	Needed for administrative use
3732A	WEST SPUR SPUR A	LOW	MEDIUM	Needed for administrative use
3733	BARRETT SPRING ROAD	LOW	LOW	Needed for administrative use
3734	SHARPTAIL	LOW	LOW	Needed for administrative use
3739	CAMP FOUR EAST	MEDIUM	LOW	Needed for administrative use
3739A	CAMP FOUR EAST SPUR A	LOW	LOW	Needed for administrative use
3740	BILBEE	MEDIUM	MEDIUM	Needed for administrative use
3742	BILBEE EAST	MEDIUM	LOW	Needed for administrative use
3744	CO RD 221 SPUR 3744	MEDIUM	LOW	Needed for administrative use
3746	WEST BARRETT	LOW	LOW	Needed for administrative use
3746A	WEST BARRETT SPUR A	HIGH	LOW	Needed for administrative use
3746AA	WEST BARRETT SPUR AA	LOW	LOW	Needed for administrative use
3746B	WEST BARRETT SPUR B	HIGH	LOW	Needed for administrative use
3747	TIMBER TRAIL	LOW	LOW	Needed for administrative use
3748	EAST LOOP	HIGH	LOW	Needed for administrative use
3748A	EAST LOOP SPUR A	LOW	LOW	Needed for administrative use
3749	BREVORT LAKE NORTH	MEDIUM	LOW	Needed for administrative use
3750	BRADLEY	MEDIUM	MEDIUM	Needed for administrative use
3751	BISSEL	LOW	MEDIUM	Needed for administrative use
3751A	BISSEL SPUR A	LOW	LOW	Needed for administrative use
3751AA	BISSEL SPUR AA	MEDIUM	LOW	Needed for administrative use
3751B	BISSEL SPUR B	LOW	LOW	Needed for administrative use
3751C	BISSEL SPUR C	LOW	LOW	Needed for administrative use
3752	WORTH SOUTH	HIGH	LOW	Needed for administrative use
3753	M-123 SPUR 3753	MEDIUM	LOW	Needed for administrative use
3754	LARRY	MEDIUM	LOW	Needed for administrative use
3755	ROCK RAPIDS	LOW	LOW	Needed for administrative use
3755A	ROCK RAPIDS SPUR A	LOW	LOW	Needed for administrative use
3755B	ROCK RAPIDS SPUR B	LOW	LOW	Needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
3757	MUD CREEK	MEDIUM	LOW	Needed for administrative use
3760	WEST NUNN CREEK			Needed for administrative use
3763	STROM	MEDIUM	LOW	Needed for administrative use
3766	SUMMERBY EAST	LOW	MEDIUM	Needed for administrative use
3771A	CAMP FOUR WEST SPUR A	HIGH	LOW	Needed for administrative use
3774	SILVER	HIGH	LOW	Needed for administrative use
3775	SUPERIOR	HIGH	LOW	Needed for administrative use
3776	JOLENE	MEDIUM	MEDIUM	Needed for administrative use
3777	RABBIT BACK PEAK RD	MEDIUM	MEDIUM	Needed for administrative use
3780	SAND PIT	HIGH	LOW	Needed for administrative use
3782	BREVOORT WEST	MEDIUM	LOW	Needed for administrative use
3786	PIPPO	MEDIUM	LOW	Needed for administrative use
3787	LOOPIE	LOW	LOW	Needed for administrative use
3790	WEST BISSEL	LOW	LOW	Needed for administrative use
3792B	CIRCUIT ROAD SPUR B	MEDIUM	MEDIUM	Needed for administrative use
3794	SOUTH BURMA	MEDIUM	MEDIUM	Needed for administrative use
3795A	PONTCHARTRAIN LOOP SPUR A	MEDIUM	LOW	Needed for administrative use
3800	BAY WEST	HIGH	LOW	Needed for administrative use
3801	SIMMONS NORTH	HIGH	LOW	Needed for administrative use
3803A	MORAN DUMP SPUR A			Needed for administrative use
3804	COZORT	MEDIUM	LOW	Needed for administrative use
3808A	COLE SPUR A	MEDIUM	LOW	Needed for administrative use
3809	BACUM	MEDIUM	LOW	Needed for administrative use
3809A	BACUM SPUR A	MEDIUM	LOW	Needed for administrative use
3810	LAVALLEY	MEDIUM	LOW	Needed for administrative use
3811	EILEEN	LOW	LOW	Needed for administrative use
3811B	EILEEN SPUR B	MEDIUM	MEDIUM	Needed for administrative use
3812	MILL	MEDIUM	LOW	Needed for administrative use
3815	HEMLOCK	HIGH	LOW	Needed for administrative use
3816	HASKE	HIGH	LOW	Needed for administrative use
3817	HARRISON	MEDIUM	LOW	Needed for administrative use
3818	PONTCHARTRAIN WEST	MEDIUM	LOW	Needed for administrative use
3821	WORN OUT RD	HIGH	LOW	Needed for administrative use
3959	MCNEARNEY LOOKOUT	MEDIUM	MEDIUM	Needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
3959B	MCNEARNEY LOOKOUT SPUR B	HIGH	LOW	Needed for administrative use
3959BA	MCNEARNEY LOOK OUT SPUR BA	MEDIUM	LOW	Needed for administrative use
3959C	MCNEARNEY LOOKOUT SPUR C	MEDIUM	MEDIUM	Needed for administrative use
3959CA	MCNEARNEY LOOKOUT SPUR CA	LOW	MEDIUM	Needed for administrative use
3959CB	MCNEARNEY LOOKOUT SPUR CB	HIGH	LOW	Needed for administrative use
I01A	HILL LAKE 3385 SPUR			Needed for administrative use
I01B	CRYDERMAN SPUR B	LOW	LOW	Needed for administrative use
I06A	3113 SPUR I06A	MEDIUM	LOW	Needed for administrative use
I100D	SPUR I100D	MEDIUM	LOW	Needed for administrative use
I101A	SPUR I101A	MEDIUM	LOW	Needed for administrative use
I102C	HARDWOOD	MEDIUM	LOW	Needed for administrative use
I110A	SPUR I110A	MEDIUM	MEDIUM	Needed for administrative use
I110C	PINELOOP	LOW	LOW	Needed for administrative use
I110D	SCRAPE	LOW	LOW	Needed for administrative use
I11G	SPUR I11G	HIGH	LOW	Needed for administrative use
I130D	SPUR I130D			Needed for administrative use
I133B	SPUR I133B	HIGH	LOW	Needed for administrative use
I139A	SPUR I139A	HIGH	LOW	Needed for administrative use
I141A	SPUR I141A	HIGH	LOW	Needed for administrative use
I146B	3457 SPUR I146B	LOW	LOW	Needed for administrative use
I154A	SPUR I154A			Needed for administrative use
I159A	SPUR I159A	MEDIUM	LOW	Needed for administrative use
I160A	SPUR I160A	HIGH	LOW	Needed for administrative use
I165A	SANDTRAP	MEDIUM	LOW	Needed for administrative use
I166B	SPUR I166B	LOW	LOW	Needed for administrative use
I166C	SPUR I166C	LOW	LOW	Needed for administrative use
I171A	SPUR I171A	MEDIUM	MEDIUM	Needed for administrative use
I171B	SPUR I171B	LOW	LOW	Needed for administrative use
I172B	SPUR I172B	MEDIUM	LOW	Needed for administrative use
I172E	SPUR I172E	LOW	MEDIUM	Needed for administrative use
I175A	SPUR I175A	HIGH	LOW	Needed for administrative use
I182A	SPUR I182A	HIGH	MEDIUM	Needed for administrative use
I182D	SPUR I182D	HIGH	LOW	Needed for administrative use
I18C	SPUR I18C	MEDIUM	LOW	Needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
I19A	SPUR I19A	HIGH	LOW	Needed for administrative use
I24B	SPUR I24B	LOW	LOW	Needed for administrative use
I28A	SPUR I28A	MEDIUM	LOW	Needed for administrative use
I33B	SPUR I33B	LOW	LOW	Needed for administrative use
I35B	SPUR I35B	HIGH	MEDIUM	Needed for administrative use
I35D	SPUR I35D	LOW	LOW	Needed for administrative use
I37A	SPUR I37A	HIGH	LOW	Needed for administrative use
I38C	SPUR I38C	LOW	LOW	Needed for administrative use
I42A	SPUR I42A	LOW	MEDIUM	Needed for administrative use
I46A	SPUR I46A	LOW	LOW	Needed for administrative use
I47C	SPUR I47C	LOW	LOW	Needed for administrative use
I50A	SPUR I50A	HIGH	LOW	Needed for administrative use
I50C	SPUR I50C	HIGH	LOW	Needed for administrative use
I53A	SPUR I53A	MEDIUM	LOW	Needed for administrative use
I55B	SPUR I55B	MEDIUM	LOW	Needed for administrative use
I55C	SPUR I55C	HIGH	LOW	Needed for administrative use
I55E	SPUR I55E	LOW	LOW	Needed for administrative use
I57A	SPUR I57A	MEDIUM	LOW	Needed for administrative use
I64B	SPUR I64B	LOW	LOW	Needed for administrative use
I64C	SPUR I64C	MEDIUM	MEDIUM	Needed for administrative use
I70B	SPUR I70B	LOW	LOW	Needed for administrative use
I78B	SPUR I78B	MEDIUM	LOW	Needed for administrative use
I78C	SPUR I78C	MEDIUM	LOW	Needed for administrative use
I85B	SPUR I85B	HIGH	LOW	Needed for administrative use
I86A	SPUR I86A	MEDIUM	LOW	Needed for administrative use
I87C	SPUR I87C	MEDIUM	LOW	Needed for administrative use
I89A	SPUR I89A	MEDIUM	LOW	Needed for administrative use
I92A	SPUR I92A	MEDIUM	LOW	Needed for administrative use
I98B	I98B	HIGH	LOW	Needed for administrative use
S02A	S02A	LOW	LOW	Needed for administrative use
S02B	S02B	MEDIUM	LOW	Needed for administrative use
S04B	S04B	MEDIUM	LOW	Needed for administrative use
S05C	SPUR S05C	LOW	LOW	Needed for administrative use
S06B	SPUR S06B	LOW	LOW	Needed for administrative use
S09C	3156 SPUR S09C	MEDIUM	LOW	Needed for administrative use
S09D	SPUR S09D	LOW	MEDIUM	Needed for administrative use
S102I	SPUR S102I	MEDIUM	MEDIUM	Needed for administrative use
S103B	SPUR S103B	MEDIUM	LOW	Needed for administrative use
S104F	SPUR S104F	LOW	MEDIUM	Needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
S105C	SPUR S105C	MEDIUM	MEDIUM	Needed for administrative use
S114F	SPUR S114F	LOW	LOW	Needed for administrative use
S114J	SPUR S114J	HIGH	MEDIUM	Needed for administrative use
S117B	SPUR S117B	LOW	LOW	Needed for administrative use
S117G	SPUR S117G	MEDIUM	MEDIUM	Needed for administrative use
S123A	SPUR S123A			Needed for administrative use
S124B	SPUR S124B	LOW	LOW	Needed for administrative use
S131A	SPUR S131A	MEDIUM	LOW	Needed for administrative use
S132I	SPUR S132I	MEDIUM	LOW	Needed for administrative use
S133A	SPUR S133A	HIGH	MEDIUM	Needed for administrative use
S133D	SPUR S133D	LOW	LOW	Needed for administrative use
S135C	3242 SPUR S135C	LOW	LOW	Needed for administrative use
S135D	SPUR S135D	LOW	LOW	Needed for administrative use
S135E	SPUR S135E	LOW	LOW	Needed for administrative use
S135F	SPUR S135F	LOW	LOW	Needed for administrative use
S136A	SPUR S136A	LOW	LOW	Needed for administrative use
S21C	SPUR S21C	LOW	LOW	Needed for administrative use
S21D	SPUR S21D	MEDIUM	LOW	Needed for administrative use
S22A	SPUR S22A	LOW	MEDIUM	Needed for administrative use
S23B	SPUR S23A	LOW	LOW	Needed for administrative use
S23F	SPUR S23F	LOW	LOW	Needed for administrative use
S23J	SPUR S23J	LOW	LOW	Needed for administrative use
S23K	SPUR S23K	MEDIUM	LOW	Needed for administrative use
S25F	SPUR S25F	LOW	MEDIUM	Needed for administrative use
S25G	SPUR S25G	LOW	LOW	Needed for administrative use
S32I	3157 SPUR S32I	LOW	MEDIUM	Needed for administrative use
S32J	SPUR S32J	LOW	LOW	Needed for administrative use
S33B	SPUR S33B	MEDIUM	MEDIUM	Needed for administrative use
S33C	SPUR S33C	LOW	MEDIUM	Needed for administrative use
S33J	SPUR S33J	LOW	LOW	Needed for administrative use
S33K	SPUR S33K	LOW	LOW	Needed for administrative use
S34C	3158 SPUR S34C	LOW	MEDIUM	Needed for administrative use
S35C	SPUR S35C	LOW	LOW	Needed for administrative use
S35E	SPUR S35E	LOW	LOW	Needed for administrative use
S40A	S40A	MEDIUM	MEDIUM	Needed for administrative use
S43A	SPUR S43A	MEDIUM	MEDIUM	Needed for administrative use
S44A	SPUR S44A	LOW	LOW	Needed for administrative use
S46A	SPUR S46A	LOW	LOW	Needed for administrative use
S50C	SPUR S50C			Needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
S51B	SPUR S51B	LOW	MEDIUM	Needed for administrative use
S52D	3068 SPUR S52D	MEDIUM	LOW	Needed for administrative use
S52E	WILDLIFE	MEDIUM	MEDIUM	Needed for administrative use
S53A	SPUR S53A	LOW	MEDIUM	Needed for administrative use
S54B	SPUR S54B	MEDIUM	LOW	Needed for administrative use
S55F	SPUR S55F	MEDIUM	MEDIUM	Needed for administrative use
S59A	SPUR S59A			Needed for administrative use
S60C	SPUR S60C	MEDIUM	LOW	Needed for administrative use
S61C	SPUR S61C	MEDIUM	MEDIUM	Needed for administrative use
S62B	SPUR S62B	MEDIUM	LOW	Needed for administrative use
S62C	SPUR S62C	MEDIUM	LOW	Needed for administrative use
S62D	3646A SPUR S62D	MEDIUM	LOW	Needed for administrative use
S62E	3030 SPUR S62E	MEDIUM	LOW	Needed for administrative use
S65A	S65A	LOW	LOW	Needed for administrative use
S68A	SPUR S68A	LOW	MEDIUM	Needed for administrative use
S69A	3667B SPUR S69A			Needed for administrative use
S71A	S71A	HIGH	LOW	Needed for administrative use
S73B	3418 SPUR S73B	MEDIUM	LOW	Needed for administrative use
S73D	3566 SPUR S73D	LOW	MEDIUM	Needed for administrative use
S76B	SPUR 3139 S76B	LOW	HIGH	Needed for administrative use
S78A	SPUR S78A	MEDIUM	MEDIUM	Needed for administrative use
S78B	3187 SPUR S78B	LOW	MEDIUM	Needed for administrative use
S78E	S78E	MEDIUM	MEDIUM	Needed for administrative use
S80A	SPUR S80A	HIGH	MEDIUM	Needed for administrative use
S80E	SPUR S80E	LOW	MEDIUM	Needed for administrative use
S80G	SPUR S80G	LOW	MEDIUM	Needed for administrative use
S80G	SPUR S80G	LOW	LOW	Needed for administrative use
S84A	SPUR S84A	MEDIUM	LOW	Needed for administrative use
S84B	SPUR S84B	HIGH	LOW	Needed for administrative use
S89A	SPUR 89A	MEDIUM	LOW	Needed for administrative use
S91B	SPUR S91B	HIGH	MEDIUM	Needed for administrative use
S91C	HUNTERS	MEDIUM	MEDIUM	Needed for administrative use
S93A	3139 SPUR S93A	HIGH	MEDIUM	Needed for administrative use
S93C	3141 SPUR S93C	MEDIUM	MEDIUM	Needed for administrative use
S99B	SPUR S99B	LOW	LOW	Needed for administrative use

West Zone

West Zone roads recommended to decommission.

ID	NAME	Risk Category	Benefit Category	Comments
2002A	JOELS CK. WEST SPUR A	HIGH	LOW	Known NNIP occurrence and road not needed for administrative use
2003A	SILVER FALLS NORTH SPUR A	MEDIUM	LOW	Risk of watershed impacts and road not needed for administrative use
2004AA	SILVER FALLS SOUTH SPUR AA	HIGH	LOW	Risk of soil and watershed impacts and road not needed for administrative use
2006	FORE ROAD	HIGH	LOW	Old growth, risk of soil and watershed impacts, known NNIP occurrence and road not needed for administrative use
2006A	FORE ROAD SPUR A	HIGH	LOW	Risk of soil impacts, known NNIP occurrence and road not needed for administrative use
2008A	MUMM TRAIL SPUR A	LOW	LOW	Old growth and road not needed for administrative use
2011	SCARLETT	MEDIUM	MEDIUM	Road not needed for administrative use
2018B	SKI HILL SPUR B	LOW	LOW	Road not needed for administrative use
2018C	SKI HILL SPUR C	LOW	LOW	Road not needed for administrative use
2020B	CONNOR LAKE/TAS SPUR B	LOW	LOW	Road not needed for administrative use
2020C	CONNORS LAKE/TAS SPUR C	MEDIUM	MEDIUM	Road not needed for administrative use
2022	GRANDEE	HIGH	LOW	Old growth, risk of soil impacts and road not needed for administrative use
2024CB	KENOBO LAKE NORTH SPUR CB	MEDIUM	MEDIUM	Risk of soil impacts and road not needed for administrative use
2024E	KENOBO LAKE NORTH SPUR E	LOW	LOW	Road not needed for administrative use
2029A	BEAVER DAM RD SPUR A	LOW	MEDIUM	Road not needed for administrative use
2029B	BEAVER DAM RD SPUR B	LOW	LOW	Road not needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
2039B	WEST BAKER SPUR B	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
2040B	WEST HAYMEADOW SPUR B	LOW	LOW	Road not needed for administrative use
2052A	OLD CAMP SPUR A	LOW	MEDIUM	Road not needed for administrative use
2057A	ALBERT SPUR A	LOW	MEDIUM	Road not needed for administrative use
2058	HOUGH	HIGH	MEDIUM	Known NNIP occurrence and not needed for administrative use except for turnarounds on each end
2069	MARSH	HIGH	LOW	Risk of wetland impacts, known NNIP occurrence and road not needed for administrative use
2071	TULIP POPLAR	HIGH	LOW	Known NNIP occurrence and road not needed for administrative use
2072	LOWER HALF MILE	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
2077	SHORT TWO	LOW	MEDIUM	Road not needed for administrative use
2083	WAHOO	LOW	MEDIUM	Road not needed for administrative use
2086A	THUN SPUR A	LOW	MEDIUM	Road not needed for administrative use
2089	WEST FORTY POND	HIGH	MEDIUM	Known NNIP occurrence and road not needed for administrative use
2092B	STRAITS SPUR B	HIGH	MEDIUM	Risk of watershed impacts, known NNIP occurrence and road not needed for administrative use
2093	INDIAN	HIGH	MEDIUM	Old growth, WSR corridor, known NNIP occurrence and road not needed for administrative use
2100A	SPRINKLER SPUR A	LOW	LOW	WSR corridor and road not needed for administrative use
2102D	BIG CAMP ROAD SPUR D	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
2103AA	WEST BRANCH OGONTZ RIVER	MEDIUM	MEDIUM	Risk of soil impacts and road not needed for administrative use
2103B	WEST BRANCH OGONTZ RIVER	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
2103C	W BRANCH OGONTZ RIVER SPUR C	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
2103E	WEST BRANCH OGONTZ RIVER	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
2106A	RIVER BANK SPUR A	LOW	LOW	Old growth, WSR corridor, and road not needed for administrative use
2109AA	CONNECTION SPUR AA	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
2115	POWELL EAST	MEDIUM	MEDIUM	Road not needed for administrative use
2116	TOFU	LOW	LOW	Road not needed for administrative use
2117B	GRASSY POND SPUR B	MEDIUM	MEDIUM	Road not needed for administrative use
2124A	NORTH MONIQUE SPUR A	LOW	LOW	Road not needed for administrative use
2125A	MAPLE SYRUP SPUR A	MEDIUM	LOW	Road not needed for administrative use
2125B	MAPLE SYRUP SPUR B	LOW	LOW	Road not needed for administrative use
2132A	HUTT LAKE ROAD SPUR A	MEDIUM	LOW	Risk of watershed impacts and road not needed for administrative use
2132AC	HUTT LAKE ROAD SPUR AC	LOW	LOW	Road not needed for administrative use
2132B	HUTT LAKE ROAD SPUR B	LOW	MEDIUM	Road not needed for administrative use
2132C	HUTT LAKE ROAD SPUR C	LOW	LOW	Road not needed for administrative use
2137	TUPELO	MEDIUM	MEDIUM	Risk of soil impacts and road not needed for administrative use
2140A	CROSS GRADE EAST SPUR A	HIGH	LOW	Known NNIP occurrence and road not needed for administrative use
2143A	INTERBREAK SPUR A	MEDIUM	MEDIUM	Road not needed for administrative use
2146A	PIPELINE SPUR A	MEDIUM	MEDIUM	Risk of soil impacts and road not needed for administrative use
2147	BASS LAKE PRIVATE	HIGH	MEDIUM	Risk of watershed impacts, known NNIP occurrence, and not needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
2148A	CHERRY PLAINS SPUR A	MEDIUM	LOW	Risk of wetland impacts and road not needed for administrative use
2149CA	HUMP SPUR CA	MEDIUM	LOW	Road not needed for administrative use
2149DA	HUMP SPUR DA	LOW	LOW	Road not needed for administrative use
2149G	HUMP SPUR G	LOW	LOW	Road not needed for administrative use
2149J	HUMP SPUR J	HIGH	LOW	Known NNIP occurrence and road not needed for administrative use
2150	JAREM	LOW	MEDIUM	Road not needed for administrative use
2152A	NO NAME	MEDIUM	LOW	Risk of soil and watershed impacts and road not needed for administrative use
2153A	BOLLY ROAD SPUR A	LOW	LOW	Road not needed for administrative use
2153B	BOLLY ROAD SPUR B	MEDIUM	LOW	Road not needed for administrative use
2154A	DOUBLE SWAMP SPUR A	LOW	LOW	Road not needed for administrative use
2155B	BUCK EAST SPUR B	LOW	LOW	Old growth and road not needed for administrative use
2156	SOUTH LILY LAKE	LOW	LOW	Road not needed for administrative use
2157	C.K.S.	LOW	LOW	Road not needed for administrative use
2158A	SCRUB JACK SPUR A	LOW	MEDIUM	Road not needed for administrative use
2162A	STEOA SPUR A	MEDIUM	MEDIUM	Road not needed for administrative use
2162B	STEOA SPUR B	MEDIUM	LOW	Road not needed for administrative use
2166B	RED LAKE SPUR B	HIGH	MEDIUM	Risk of watershed impacts and road not needed for administrative use
2166E	RED LAKE SPUR E	HIGH	LOW	Old growth, risk of soil and watershed impacts and road not needed for administrative use
2166F	RED LAKE SPUR F	MEDIUM	LOW	Risk of watershed impacts and road not needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
2174	Y POINT	LOW	LOW	Road not needed for administrative use
2180A	OSTRANDER LAKE SPUR A	LOW	LOW	Road not needed for administrative use
2181A	ALCRAFT SPUR A	LOW	LOW	WSR corridor and road not needed for administrative use
2184A	DEBARKER SPUR A	MEDIUM	LOW	Road not needed for administrative use
2185AA	BURN SPUR AA	LOW	MEDIUM	Road not needed for administrative use
2190A	HILL DALE SPUR A	LOW	LOW	Road not needed for administrative use
2193C	BALDY LAKE SPUR C	MEDIUM	MEDIUM	Road not needed for administrative use
2193D	BALDY LAKE SPUR D	MEDIUM	MEDIUM	Road not needed for administrative use
2195	FIREHOUSE	MEDIUM	MEDIUM	Road not needed for administrative use
2199	ST VITAL TWO	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
2199B	ST VITAL TWO SPUR B	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
2200	HALL	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
2207	BIG RIVER SOUTH	MEDIUM	MEDIUM	Risk of soil impacts and road not needed for administrative use
2209B	MOWE LAKE EAST SPUR B	LOW	MEDIUM	Road not needed for administrative use
2212E	EIGHT MILE CUT ACROSS SPUR E	HIGH	LOW	Risk of soil and wildlife impacts, known NNIP occurrence and road not needed for administrative use
2212F	EIGHT MILE CUT ACROSS SPUR F	LOW	MEDIUM	Road not needed for administrative use
2212J	EIGHT MILE CUT ACROSS SPUR J	MEDIUM	MEDIUM	Risk of soil impacts and road not needed for administrative use
2212M	EIGHT MILE CUT ACROSS SPUR M	MEDIUM	LOW	Road not needed for administrative use
2213C	BASS LAKE-NORTHWOODS SPUR C	LOW	LOW	Road not needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
2215A	EAST PIPE SPUR A	LOW	LOW	Road not needed for administrative use
2217CB	JACK PINE TRUCK TRAIL SPUR CB	MEDIUM	MEDIUM	Risk of soil impacts and road not needed for administrative use
2217D	JACK PINE TRUCK TRAIL SPUR D	MEDIUM	LOW	Road not needed for administrative use
2217E	JACK PINE TRUCK TRAIL SPUR E	LOW	LOW	Road not needed for administrative use
2222B	ADVENT SPUR B	LOW	LOW	Road not needed for administrative use
2222E	ADVENT SPUR E	LOW	LOW	Road not needed for administrative use
2222G	ADVENT SPUR G	MEDIUM	LOW	Road not needed for administrative use
2222Z	ADVENT SPUR Z	LOW	LOW	Road not needed for administrative use
2223C	CHICAGO LAKE SPUR C	LOW	LOW	Road not needed for administrative use
2223E	CHICAGO LAKE SPUR E	LOW	LOW	Road not needed for administrative use
2223N	CHICAGO LAKE SPUR N	HIGH	LOW	Risk of soil and watershed impacts and road not needed for administrative use
2223PA	CHICAGO LAKE SPUR PA	LOW	LOW	Road not needed for administrative use
2223Y	CHICAGO LAKE SPUR Y	HIGH	MEDIUM	Known NNIP occurrence and road not needed for administrative use
2223Z	CHICAGO LAKE SPUR Z	LOW	MEDIUM	Road not needed for administrative use
2225C	BOOTH SPUR C	LOW	LOW	Road not needed for administrative use
2225D	BOOTH SPUR D	LOW	LOW	Road not needed for administrative use
2225G	BOOTH SPUR G	MEDIUM	LOW	Road not needed for administrative use
2225H	BOOTH SPUR H	LOW	LOW	Road not needed for administrative use
2225J	BOOTH SPUR J	LOW	LOW	Road not needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
2226A	ISABELLA SPUR A	LOW	MEDIUM	Road not needed for administrative use
2226D	ISABELLA SPUR D	HIGH	LOW	Old growth, known NNIP occurrence and road not needed for administrative use
2227A	WEST PIPE SPUR A	LOW	LOW	Road not needed for administrative use
2229AA	STURGEON RIVER SPUR AA	HIGH	LOW	Risk of soil impacts and road not needed for administrative use
2229C	STURGEON RIVER RD SPUR C	LOW	MEDIUM	Road not needed for administrative use
2229G	STURGEON RIVER SPUR G	LOW	LOW	Road not needed for administrative use
2229H	STURGEON RIVER SPUR H	LOW	LOW	Road not needed for administrative use
2231CB	MORMON CREEK SPUR CB	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
2231H	MORMON CREEK SPUR H	MEDIUM	LOW	Road not needed for administrative use
2231K	MORMON CREEK SPUR K	MEDIUM	MEDIUM	Risk of soil impacts and road not needed for administrative use
2231M	MORMON CREEK SPUR M	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
2233AB	LITTLE BLACK RIVER SPUR AB	MEDIUM	MEDIUM	Risk of soil impacts and road not needed for administrative use
2233BB	LITTLE BLACK RIVER SPUR BB	MEDIUM	LOW	Road not needed for administrative use
2233CA	LITTLE BLACK RIVER SPUR CA	LOW	LOW	Road not needed for administrative use
2233NA	LITTLE BLACK RIVER SPUR NA	LOW	MEDIUM	Road not needed for administrative use
2233OA	LITTLE BLACK RIVER SPUR OA	LOW	LOW	Road not needed for administrative use
2233QE	LITTLE BLACK RIVER SPUR QE	HIGH	LOW	Risk of heritage, soil and watershed impacts and road not needed for administrative use
2233U	LITTLE BLACK RIVER SPUR U	LOW	LOW	Road not needed for administrative use
2233V	LITTLE BLACK RIVER SPUR V	LOW	MEDIUM	Road not needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
2233Y	LITTLE BLACK RIVER SPUR Y	LOW	MEDIUM	Road not needed for administrative use
2234B	RR TRUCK TRAIL SPUR B	MEDIUM	MEDIUM	Road not needed for administrative use
2234C	RR TRUCK TRAIL SPUR C	HIGH	MEDIUM	Old growth, WSR corridor, risk of soil impacts and road not needed for administrative use
2234G	RR TRUCK TRAIL SPUR G	HIGH	LOW	Known NNIP occurrence and road not needed for administrative use
2234H	RR TRUCK TRAIL SPUR H	MEDIUM	LOW	Road not needed for administrative use
2234I	RR TRUCK TRAIL SPUR I	LOW	LOW	Road not needed for administrative use
2234JA	RR TRUCK TRAIL SPUR JA	LOW	MEDIUM	Road not needed for administrative use
2234NA	RR TRUCK TRAIL SPUR A	LOW	LOW	Road not needed for administrative use
2234P	RR TRUCK TRAIL SPUR P	HIGH	LOW	Risk of soil and watershed impacts and road not needed for administrative use
2234T	RR TRUCK TRAIL SPUR T	MEDIUM	MEDIUM	Risk of soil impacts and road not needed for administrative use
2234Y	RR TRUCK TRAIL SPUR Y	LOW	LOW	Road not needed for administrative use
2235A	ENSIGN SPUR A	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
2235BB	ENSIGN SPUR BB	MEDIUM	MEDIUM	Risk of soil impacts and road not needed for administrative use
2235D	ENSIGN SPUR D	LOW	LOW	Risk of wetland impacts and road not needed for administrative use
2235GH	ENSIGN SPUR GH	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
2235H	ENSIGN SPUR H	HIGH	LOW	Risk of soil impacts, known NNIP occurrence and road not needed for administrative use
2235LD	ENSIGN SPUR LD	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
2235LF	ENSIGN SPUR LF	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
2235LG	ENSIGN SPUR LG	HIGH	LOW	Risk of soil impacts, known NNIP occurrence and road not needed for administrative use
2235MA	ENSIGN SPUR MA	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
2235T	ENSIGN SPUR T	MEDIUM	LOW	Road not needed for administrative use
2235YA	ENSIGN SPUR YA	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
2235ZA	ENSIGN SPUR ZA	HIGH	MEDIUM	Risk of soil impacts, known NNIP occurrence and road not needed for administrative use
2235ZZ	ENSIGN SPUR ZZ	HIGH	LOW	Risk of soil impacts, known NNIP occurrence and road not needed for administrative use
2236A	BUCKEYE SPUR A	LOW	LOW	Road not needed for administrative use
2236D	BUCKEYE SPUR D	HIGH	LOW	Old growth, WSR corridor, risk of soil and watershed impacts, known NNIP occurrence and road not needed for administrative use
2237	SAME BILL TWO	HIGH	MEDIUM	Known NNIP occurrence and road not needed for administrative use
2237C	SAME BILL TWO SPUR C	HIGH	LOW	Risk of heritage impacts and known NNIP occurrence and road not needed for administrative use
2240	UPPER EIGHTEEN	HIGH	MEDIUM	Risk of wetland impacts and known NNIP occurrence and road not needed for administrative use
2240B	UPPER EIGHTEEN SPUR B	HIGH	LOW	Risk of soil impacts, known NNIP occurrence and road not needed for administrative use
2240C	UPPER EIGHTEEN SPUR C	LOW	LOW	Road not needed for administrative use
2241A	CLUSTER LAKE SPUR A	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
2243AA	NORTH MUDDY SPUR AA	MEDIUM	MEDIUM	Risk of soil impacts and road not needed for administrative use
2243B	NORTH MUDDY SPUR B	MEDIUM	MEDIUM	Road not needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
2243C	NORTH MUDDY SPUR C	MEDIUM	MEDIUM	Risk of soil impacts and road not needed for administrative use
2243D	NORTH MUDDY SPUR D	MEDIUM	MEDIUM	Road not needed for administrative use
2245A	STUTTS EAST SPUR A	MEDIUM	MEDIUM	Risk of soil impacts and road not needed for administrative use
2246F	CLEAR LAKE SPUR F	LOW	MEDIUM	Road not needed for administrative use
2246H	CLEAR LAKE SPUR H	HIGH	LOW	Risk of soil impacts, known NNIP occurrence and road not needed for administrative use
2246KA	CLEAR LAKE SPUR KA	LOW	LOW	Road not needed for administrative use
2246LA	CLEAR LAKE SPUR LA	LOW	LOW	Road not needed for administrative use
2246Q	CLEAR LAKE SPUR Q	MEDIUM	LOW	Road not needed for administrative use
2246QA	CLEAR LAKE SPUR QA	LOW	LOW	Old growth and road not needed for administrative use
2246R	CLEAR LAKE SPUR R	HIGH	LOW	Known NNIP occurrence and road not needed for administrative use
2247B	SOUTH STUTTS SPUR B	MEDIUM	MEDIUM	Risk of Regional Forester Sensitive Species impacts, soil impacts and road not needed for administrative use
2247C	SOUTH STUTTS SPUR C	MEDIUM	MEDIUM	Risk of Regional Forester Sensitive Species impacts, soil impacts and road not needed for administrative use
2247CA	SOUTH STUTTS SPUR CA	MEDIUM	MEDIUM	Risk of Regional Forester Sensitive Species impacts, soil impacts and road not needed for administrative use
2247F	SOUTH STUTTS SPUR F	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
2249	REDUNDANCE	LOW	HIGH	Road not needed for administrative use
2251A	HANLEY SPUR A	HIGH	MEDIUM	Known NNIP occurrence and road not needed for administrative use
2251C	HANLEY SPUR C	LOW	LOW	Road not needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
2251CA	HANLEY SPUR CA	LOW	LOW	Road not needed for administrative use
2251D	HANLEY SPUR D	MEDIUM	LOW	Road not needed for administrative use
2251E	HANLEY SPUR E	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
2251G	HANLEY SPUR G	MEDIUM	LOW	Road not needed for administrative use
2253A	SCOTTS SPUR A	LOW	LOW	Road not needed for administrative use
2253D	SCOTTS SPUR D	HIGH	LOW	Risk of soil impacts and road not needed for administrative use
2253F	SCOTTS SPUR F	HIGH	LOW	Risk of soil impacts, known NNIP occurrence and road not needed for administrative use
2253FA	SCOTTS SPUR FA	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
2253FB	SCOTTS SPUR FB	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
2253G	SCOTTS SPUR G	LOW	LOW	Risk of wetland impacts, old growth and not needed for administrative use
2253JA	SCOTTS SPUR JA	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
2254A	BUCKHORN SPUR A	LOW	LOW	Road not needed for administrative use
2254BA	BUCKHORN SPUR BA	LOW	MEDIUM	Road not needed for administrative use
2254E	KENTUCKY SPUR E	HIGH	MEDIUM	Known NNIP occurrence and road not needed for administrative use
2254N	KENTUCKY SPUR N	HIGH	LOW	Known NNIP occurrence and road not needed for administrative use
2254O	BUCKHORN SPUR O	LOW	MEDIUM	Road not needed for administrative use
2257AA	LITTLE INDIAN RIVER SPUR AA	LOW	LOW	Road not needed for administrative use
2257J	LITTLE INDIAN SPUR J	MEDIUM	LOW	Road not needed for administrative use
2258P	TEN MILE-LITTLE INDIAN SPUR P	LOW	LOW	WSR corridor and road not needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
2258Q	TEN MILE-LITTLE INDIAN SPUR Q	LOW	LOW	WSR corridor and road not needed for administrative use
2258R	TEN MILE-LITTLE INDIAN SPUR R	LOW	MEDIUM	Road not needed for administrative use
2258S	TEN MILE-LITTLE INDIAN SPUR S	LOW	LOW	Road not needed for administrative use
2259A	ROUND LK-STEUBEN SPUR A	MEDIUM	MEDIUM	Risk of soil impacts and road not needed for administrative use
2259B	ROUND LK STEUBEN SPUR B	HIGH	MEDIUM	Known NNIP occurrence and road not needed for administrative use
2259CA	ROUND LK-STEUBEN SPUR CA	LOW	MEDIUM	Road not needed for administrative use
2259E	ROUND LAKE-STEUBEN SPUR E	MEDIUM	LOW	Road not needed for administrative use
2259M	ROUND LAKE-STEUBEN SPUR M	MEDIUM	MEDIUM	Road not needed for administrative use
2260A	STRAITS LAKE SPUR A	MEDIUM	MEDIUM	Risk of watershed impacts and road not needed for administrative use
2262BA	WIDEWATERS SPUR BA	LOW	LOW	WSR corridor and road not needed for administrative use
2262C	WIDEWATERS SPUR C	LOW	LOW	Road not needed for administrative use
2263A	TIE HILL-LONG LK SPUR A	LOW	LOW	Road not needed for administrative use
2263AB	TIE LAKE-LONG LAKE SPUR AB	HIGH	LOW	Risk of watershed impacts, known NNIP occurrence and road not needed for administrative use
2264E	COALWOOD SPUR E	MEDIUM	HIGH	Road not needed for administrative use
2264F	COALWOOD SPUR F	MEDIUM	LOW	Road not needed for administrative use
2265F	LONG LAKE SPUR F	HIGH	LOW	Risk of soil and watershed impacts and road not needed for administrative use
2266A	THREE LKS SPUR A	LOW	MEDIUM	Road not needed for administrative use
2266B	THREE LAKES SPUR B	LOW	MEDIUM	Road not needed for administrative use
2266C	THREE LAKES SPUR C	MEDIUM	LOW	Road not needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
2266DA	THREE LAKES SPUR C	LOW	MEDIUM	Road not needed for administrative use
2266E	THREE LAKES SPUR E	MEDIUM	LOW	Road not needed for administrative use
2267B	SIXTEEN MILE LAKE ROAD SPUR B	LOW	MEDIUM	Road not needed for administrative use
2268C	DOE LAKE SPUR C	MEDIUM	MEDIUM	Road not needed for administrative use
2268E	DOE LAKE SPUR E	HIGH	MEDIUM	Risk of soil impacts, known NNIP occurrence and road not needed for administrative use
2268FB	DOE LAKE SPUR FB	LOW	LOW	WSR corridor and road not needed for administrative use
2268FC	DOE LAKE SPUR FC	LOW	LOW	Old growth, WSR corridor and road not needed for administrative use
2268GA	DOE LAKE SPUR GA	LOW	LOW	Road not needed for administrative use
2268IA	DOE LAKE ROAD SPUR IA	MEDIUM	LOW	Road not needed for administrative use
2274A	RIDGE SPUR A	LOW	LOW	Road not needed for administrative use
2274C	RIDGE SPUR C	LOW	MEDIUM	Road not needed for administrative use
2276D	COLE CREEK SPUR D	HIGH	LOW	Risk of soil and watershed impacts, known NNIP occurrence and road not needed for administrative use
2276E	COLE CREEK SPUR E	MEDIUM	LOW	Road not needed for administrative use
2276H	COLE CREEK SPUR H	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
2276HA	COLE CREEK SPUR HA	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
2276M	COLE CREEK SPUR M	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
2276O	COLE CREEK SPUR O	MEDIUM	LOW	Road not needed for administrative use
2276Q	COLE CREEK SPUR Q	LOW	LOW	Road not needed for administrative use
2276R	COLE CREEK SPUR R	MEDIUM	LOW	Road not needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
2276TA	COLE CREEK SPUR TA	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
2276TB	COLE CREEK SPUR TB	MEDIUM	LOW	Risk of watershed impacts and road not needed for administrative use
2276TD	COLE CREEK SPUR TD	MEDIUM	MEDIUM	Road not needed for administrative use
2276U	STILLMAN SPUR E	MEDIUM	LOW	Road not needed for administrative use
2276X	COLE CREEK SPUR X	HIGH	LOW	Risk of watershed impacts, known NNIP occurrence and road not needed for administrative use
2282	PLATFORM	LOW	LOW	Road not needed for administrative use
2285B	TROUT LAKE RD SPUR B	MEDIUM	LOW	WSR corridor, risk of watershed impacts and road not needed for administrative use
2288AA	FOLTZ SPUR AA	LOW	LOW	Road not needed for administrative use
2289A	ZEBART SPUR A	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
2289B	ZEBART SPUR B	LOW	LOW	Road not needed for administrative use
2289C	ZEBART SPUR C	LOW	LOW	Road not needed for administrative use
2290A	ZEONE SPUR A	LOW	LOW	Road not needed for administrative use
2291A	RIELLY LAKE SPUR A	LOW	LOW	Road not needed for administrative use
2293B	FALLS ROAD SPUR B	HIGH	LOW	Risk of soil impacts, known NNIP occurrence and road not needed for administrative use
2295A	SAUL LAKE SPUR A	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
2297A	BIRDY SPUR A	LOW	LOW	Road not needed for administrative use
2298	SO FOR	HIGH	MEDIUM	Known NNIP occurrence and road not needed for administrative use
2299	MARSH TRAIL	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
2300A	MORLEY SPUR A	LOW	LOW	Old growth and road not needed for administrative use
2300B	MORLEY SPUR B	LOW	LOW	Old growth and road not needed for administrative use
2301A	NORTH LILY LAKE SPUR A	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
2302HB	KLONDIKE SPUR HB	LOW	LOW	Road not needed for administrative use
2303A	N BRANCH STUTTS CREEK SUPR A	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
2303B	N BRANCH STUTTS CREEK SPUR B	LOW	LOW	Old growth and road not needed for administrative use
2305A	FENTON CREEK SPUR A	HIGH	LOW	Known NNIP occurrence and road not needed for administrative use
2306A	SCOTT'S MARSH SPUR A	LOW	LOW	MA 8.3 (roads to be closed if not needed for timber mgmt) and road not needed for administrative use
2307AB	SHAGGY SPRUCE SPUR AB	MEDIUM	MEDIUM	Risk of soil impacts and road not needed for administrative use
2315A	SLINGSHOT SPUR A	HIGH	LOW	Old growth and known NNIP occurrence and road not needed for administrative use
2316A	BAUMAN SPUR A	LOW	MEDIUM	Road not needed for administrative use
2316C	BAUMAN SPUR C	HIGH	LOW	Known NNIP occurrence and road not needed for administrative use
2318A	SAND LAKE SPUR A	MEDIUM	MEDIUM	Road not needed for administrative use
2322	TEN DOLLAR WEST	HIGH	MEDIUM	Known NNIP occurrence and road not needed for administrative use
2325	CRAFT	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
2328AA	TAMISH SPUR AA	LOW	LOW	Road not needed for administrative use
2331C	STAMICH SPUR C	MEDIUM	LOW	Road not needed for administrative use
2331D	STAMICH SPUR D	LOW	LOW	Road not needed for administrative use
2331E	STAMICH SPUR E	LOW	LOW	Road not needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
2337A	GARVEY PONDS SPUR A	HIGH	LOW	Risk of soil and watershed impacts and road not needed for administrative use
2338A	W BRANCH WHITEFISH SPUR A	LOW	LOW	Road not needed for administrative use
2339A	W BR WHITEFISH SOUTH SPUR A	LOW	LOW	Road not needed for administrative use
2345	CACHE LAKE WEST	HIGH	MEDIUM	Risk of soil impacts, known NNIP occurrence and road not needed for administrative use
2346	SOUTH POWELL LAKE	HIGH	LOW	Known NNIP occurrence and road not needed for administrative use
2349A	BC COOKE SPUR A	MEDIUM	MEDIUM	Road not needed for administrative use
2349EA	BC COOKE SPUR EA	MEDIUM	LOW	Road not needed for administrative use
2351B	PLANTATION LOOP SPUR B	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
2354F	CARLEY 2354F	LOW	LOW	Road not needed for administrative use
2356	MOUSE LAKE	MEDIUM	MEDIUM	Road not needed for administrative use
2358A	OTTER LAKE SPUR R	LOW	LOW	Road not needed for administrative use
2359A	TROIS LAC SPUR A	MEDIUM	LOW	Road not needed for administrative use
2368B	RIVER BEND SPUR B	HIGH	MEDIUM	Old growth, WSR corridor, risk of soil and watershed impacts and road not needed for administrative use
2369	TELEPHONE	LOW	LOW	Road not needed for administrative use
2378B	RICH SPUR B	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
2379B	MISSING CREEK SPUR B	LOW	MEDIUM	Road not needed for administrative use
2382	SCOUT	MEDIUM	MEDIUM	Road not needed for administrative use
2384A	NEGAUNEE SPUR A	MEDIUM	MEDIUM	Risk of soil impacts and road not needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
2385	HILLY	MEDIUM	MEDIUM	Road not needed for administrative use
2388	BETWEEN CORNERS	LOW	MEDIUM	Road not needed for administrative use
2390A	MARTIN BAY SPUR A	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
2401A	BIG RIVER SPUR A	HIGH	LOW	Risk of soil and watershed impacts and road not needed for administrative use
2402	BANANA BEAR	LOW	LOW	Road not needed for administrative use
2402A	BANANA BEAR SPUR A	LOW	LOW	Road not needed for administrative use
2404A	RAMSDAM SPUR A	LOW	LOW	Road not needed for administrative use
2408AA	MC IGEE CREEK SPUR AA	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
2408D	MC IGEE CREEK SPUR D	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
2408E	MC IGEE CREEK SPUR E	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
2410A	CACHE LAKE SPUR A	HIGH	LOW	Old growth, risk of heritage, soil and watershed impacts and road not needed for administrative use
2410B	CACHE LAKE SPUR B	LOW	LOW	Road not needed for administrative use
2410D	CACHE LAKE SPUR D	LOW	MEDIUM	Road not needed for administrative use
2416A	JOE LAKE SPUR A	LOW	LOW	Road not needed for administrative use
2417C	SAWMILL SPUR C	HIGH	LOW	Old growth, WSR corridor, risk of soil and watershed impacts and road not needed for administrative use
2419C	CORNELL LAKE SPUR C	LOW	LOW	Road not needed for administrative use
2421A	SHOE PAC LAKE SPUR A	LOW	MEDIUM	Road not needed for administrative use
2422B	EIGHTEEN MILE CREEK N SPUR B	MEDIUM	LOW	Road not needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
2422CA	EIGHTEEN MILE CREEK N SPUR CA	LOW	MEDIUM	Road not needed for administrative use
2422D	EIGHTEEN MILE CREEK N SPUR D	HIGH	LOW	Known NNIP occurrence and road not needed for administrative use
2422E	EIGHTEEN MILE CREEK N SPUR E	HIGH	LOW	Risk of wetland impacts and known NNIP occurrence and road not needed for administrative use
2422F	EIGHTEEN MILE CREEK N SPUR F	HIGH	LOW	Risk of soil impacts, known NNIP occurrence and road not needed for administrative use
2422H	EIGHTEEN MILE CREEK N SPUR H	HIGH	LOW	Known NNIP occurrence and road not needed for administrative use
2423C	KENOBO LAKE SPUR C	MEDIUM	LOW	Road not needed for administrative use
2425A	FIVE JACKS SPUR A	LOW	MEDIUM	Road not needed for administrative use
2426B	BISHOP LAKE SPUR B	MEDIUM	LOW	Road not needed for administrative use
2426CB	BISHOP LAKE SPUR CB	LOW	LOW	Road not needed for administrative use
2427AE	HAMILTON MARSH SPUR AE	LOW	LOW	Road not needed for administrative use
2427D	HAMILTON MARSH SPUR D	LOW	LOW	Risk of wetland impacts and road not needed for administrative use
2428AA	CHIPPENY CREEK SPUR AA	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
2428AB	CHIPPENY CREEK SPUR AB	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
2428AC	CHIPPENY CREEK SPUR AC	HIGH	LOW	Risk of soil and watershed impacts and road not needed for administrative use
2428CA	CHIPPENY CREEK SPUR CA	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
2428GA	CHIPPENY CREEK SPUR GA	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
2433	MURPHY	HIGH	HIGH	Risk of soil impacts and segment in WSR corridor
2433A	MURPHY SPUR A	LOW	LOW	WSR corridor, risk of wetland impacts and road not needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
2434F	THREE ISLAND LAKE SPUR F	LOW	LOW	Road not needed for administrative use
2437C	LEVELLE SPUR A	LOW	LOW	Road not needed for administrative use
2437D	LEVELLE SPUR D	LOW	LOW	Road not needed for administrative use
2438D	ARROWHEAD LAKE SPUR D	HIGH	LOW	Known NNIP occurrence and road not needed for administrative use
2440D	LITTLE BLACK CREEK SPUR D	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
2440E	LITTLE BLACK CREEK SPUR E	LOW	MEDIUM	Road not needed for administrative use
2444A	CASEY SPUR A	MEDIUM	LOW	WSR corridor, risk of soil and watershed impacts and road not needed for administrative use
2444B	CASSEY SPUR B	LOW	LOW	Road not needed for administrative use
2445B	WHITEFISH YEW SPUR B	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
2445D	WHITEFISH YEW SPUR D	MEDIUM	MEDIUM	Road not needed for administrative use
2446B	FERGUSON RD SPUR B	HIGH	LOW	Risk of soil and watershed impacts and road not needed for administrative use
2448	HEMLOCK	LOW	LOW	Road not needed for administrative use
2449A	PINE PLAINS SPUR A	HIGH	MEDIUM	Risk of wetland impacts and known NNIP occurrence and road not needed for administrative use
2449B	PINE PLAINS SPUR B	LOW	MEDIUM	Road not needed for administrative use
2450	OGONTZ BAY	LOW	LOW	Road not needed for administrative use
2451A	DEER CREEK SPUR A	LOW	LOW	Road not needed for administrative use
2451C	DEER CREEK SPUR C	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
2456A	CARN SPUR A	HIGH	MEDIUM	Risk of soil and watershed impacts and road not needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
2463A	POND	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
2465B	TWIN CREEKS SPUR B	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
2466C	HICKEY CREEK SPUR C	MEDIUM	LOW	Road not needed for administrative use
2468A	METSER SPUR A	LOW	LOW	Road not needed for administrative use
2469A	POWELL SPUR A	LOW	LOW	Wetland impacts and road not needed for administrative use
2469B	POWELL SPUR B	LOW	MEDIUM	Wetland impacts and road not needed for administrative use
2469BA	POWELL SPUR BA	LOW	MEDIUM	Wetland impacts and road not needed for administrative use
2472AA	MC NEIL LAKE SPUR AA	LOW	MEDIUM	Road not needed for administrative use
2473DB	HOVEY LAKE SPUR DB	LOW	MEDIUM	Road not needed for administrative use
2473E	HOVEY LAKE SPUR E	LOW	MEDIUM	Road not needed for administrative use
2473F	HOVEY LAKE SPUR F	LOW	LOW	Road not needed for administrative use
2474	MID-BURN	LOW	MEDIUM	Road not needed for administrative use
2475BA	JUNIPER LINK SPUR BA	LOW	LOW	Risk of watershed impacts and road not needed for administrative use
2476A	JOES CREEK SPUR A	MEDIUM	MEDIUM	Road not needed for administrative use
2476B	JOES CREEK SPUR B	LOW	LOW	Risk of watershed impacts and road not needed for administrative use
2476C	JOES CREEK SPUR C	LOW	LOW	Road not needed for administrative use
2476H	JOES CREEK SPUR H	LOW	LOW	Road not needed for administrative use
2478A	CONSTANCE SPUR A	HIGH	MEDIUM	Known NNIP occurrence and road not needed for administrative use
2478B	CONSTANCE SPUR B	MEDIUM	LOW	Road not needed for administrative use
2478D	CONSTANCE SPUR D	LOW	LOW	Road not needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
2478EA	CONSTANCE SPUR EA	MEDIUM	LOW	Road not needed for administrative use
2478F	CONSTANCE SPUR F	MEDIUM	MEDIUM	Road not needed for administrative use
2481F	PERRY CK SPUR F	MEDIUM	LOW	Road not needed for administrative use
2481H	PERRY CREEK SPUR H	MEDIUM	LOW	Road not needed for administrative use
2481L	PERRY SPUR L	MEDIUM	LOW	Road not needed for administrative use
2482A	BUCK BAY SPUR A	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
2482C	BUCK BAY SPUR C	MEDIUM	LOW	Road not needed for administrative use
2482E	BUCK BAY SPUR E	LOW	LOW	Road not needed for administrative use
2482H	BUCK BAY SPUR H	LOW	LOW	Road not needed for administrative use
2483F	SLAPNECK SPUR F	LOW	LOW	Road not needed for administrative use
2484B	AUTRAIN-ONOTA SPUR B	LOW	LOW	Road not needed for administrative use
2485AB	MARTIN SPUR AB	MEDIUM	LOW	Road not needed for administrative use
2487B	JOHNSON SPUR B	LOW	LOW	Road not needed for administrative use
2487E	JOHNSON SPUR E	LOW	LOW	Road not needed for administrative use
2491A	HIAWATHA CAMP SPUR A	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
2491C	HIAWATHA CAMP SPUR C	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
2498	STUBB	LOW	LOW	Road not needed for administrative use
2500	JUNIPER LOOP	HIGH	MEDIUM	Known NNIP occurrence and road not needed for administrative use
2500C	JUNIPER LOOP SPUR C	MEDIUM	MEDIUM	Road not needed for administrative use
2500CA	JUNIPER LOOP CA	MEDIUM	MEDIUM	Road not needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
2500D	JUNIPER LOOP SPUR D	MEDIUM	MEDIUM	Road not needed for administrative use
2502B	COX POND SOUTH SPUR B	LOW	MEDIUM	Road not needed for administrative use
2503	JUNIPER WEST	MEDIUM	LOW	Road not needed for administrative use
2504BB	DOTY LOOP SPUR BB	MEDIUM	MEDIUM	Road not needed for administrative use
2505	TNT	MEDIUM	LOW	Road not needed for administrative use
2508	NEMS	HIGH	MEDIUM	Known NNIP occurrence and road not needed for administrative use
2515A	CROSSLINE SPUR A	HIGH	LOW	Risk of soil impacts, known NNIP occurrence and road not needed for administrative use
2516A	CROSS GRADE SPUR A	LOW	LOW	Road not needed for administrative use
2516B	CROSS GRADE SPUR B	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
2518	FH 13 SPUR 2518	MEDIUM	LOW	Road not needed for administrative use
2522A	HALF SOUTH SPUR A	LOW	MEDIUM	Road not needed for administrative use
2528A	MONIQUE SPUR A	LOW	LOW	Road not needed for administrative use
2528B	MONIQUE SPUR_B	LOW	LOW	Road not needed for administrative use
2528C	MONIQUE SPUR C	LOW	LOW	Road not needed for administrative use
2533	HLF	MEDIUM	LOW	Road not needed for administrative use
2534B	PETES LAKE SOUTH SPUR B	HIGH	LOW	Known NNIP occurrence and road not needed for administrative use
2536	TENSPUR	HIGH	LOW	Risk of soil and watershed impacts and road not needed for administrative use
2543C	ANNA MARSH SPUR C	LOW	LOW	Road not needed for administrative use
2544	SEQUIN	MEDIUM	MEDIUM	Road not needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
2544A	SEQUIN SPUR A	MEDIUM	MEDIUM	Road not needed for administrative use
2544B	SEQUIN SPUR B	MEDIUM	LOW	Road not needed for administrative use
2553A	FUELWOOD SPUR A	LOW	LOW	Road not needed for administrative use
2553B	FUELWOOD SPUR B	LOW	LOW	Road not needed for administrative use
2560A	WEST SHADY SPUR A	LOW	LOW	Road not needed for administrative use
2561C	SHALLOW LAKE SPUR C	LOW	MEDIUM	Road not needed for administrative use
2561E	SHALLOW LAKE SPUR E	LOW	MEDIUM	Road not needed for administrative use
2565B	COLE CREEK MARSH SPUR B	LOW	LOW	Road not needed for administrative use
2571C	JOEL'S CREEK SPUR C	LOW	LOW	Risk of wetland impacts and road not needed for administrative use
2574AA	YOAK SPUR AA	HIGH	LOW	Known NNIP occurrence and road not needed for administrative use
2575AA	RANGER SPUR AA	MEDIUM	LOW	Road not needed for administrative use
2577A	COLE SALE SPUR A	LOW	LOW	Road not needed for administrative use
2581	LINE LAKE	MEDIUM	LOW	Road not needed for administrative use
2585A	PHIL SPACE SPUR A	LOW	LOW	Road not needed for administrative use
2586D	STILLMAN SPUR D	LOW	LOW	Road not needed for administrative use
2591	BUCK SPUR EAST	MEDIUM	LOW	Road not needed for administrative use
2592	LITTLE BUCK SPUR	HIGH	LOW	Risk of soil and watershed impacts, known NNIP occurrence and road not needed for administrative use
2594A	BUCK BAY CREEK SPUR A	LOW	LOW	Road not needed for administrative use
2598	DELTA	MEDIUM	MEDIUM	Road not needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
2598A	DELTA SPUR A	LOW	MEDIUM	Road not needed for administrative use
2600B	NORTHTRACK SPUR B	LOW	LOW	Road not needed for administrative use
2600C	NORTHTRACK SPUR C	LOW	LOW	Road not needed for administrative use
2600D	NORTHTRACK SPUR D	LOW	LOW	Road not needed for administrative use
2602A	CACHE LAKE SOUTH SPUR A	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
2624B	PETITE LAKE SPUR B	LOW	LOW	Road not needed for administrative use
2634B	MULE SHOE LAKE SPUR B	LOW	LOW	Road not needed for administrative use
2637A	CEDAR LAKE SPUR A	LOW	LOW	Road not needed for administrative use
2637B	CEDAR LAKE SPUR B	LOW	LOW	Road not needed for administrative use
2637C	CEDAR LAKE SPUR C	LOW	LOW	Road not needed for administrative use
2644	JACKSPUR EAST	HIGH	MEDIUM	Risk of soil and wildlife impacts and road not needed for administrative use
2656A	TALLY HO SPUR A	LOW	LOW	Road not needed for administrative use
2657B	STEUBEN LAKE SOUTH SPUR B	LOW	MEDIUM	Road not needed for administrative use
2662C	STEUBEN SUMMER SPUR C	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
2665A	BACK LAKE WEST SPUR A	LOW	LOW	Road not needed for administrative use
2669	SUSAN	HIGH	LOW	Risk of soil impacts, known NNIP occurrence and road not needed for administrative use
2672B	SPRING CREEK NORTH SPUR B	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
2672D	SPRING CREEK NORTH SPUR D	MEDIUM	LOW	Road not needed for administrative use
2674B	CAMP 7 CREEK SPUR B	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
2676BA	HASS SPUR BA	HIGH	LOW	Risk of soil and watershed impacts and road not needed for administrative use
2676BC	HASS SPUR BC	LOW	LOW	Road not needed for administrative use
2677A	ARCHAMBEAU WEST SPUR A	LOW	LOW	Old growth and not needed for administrative use
2677C	ARCHAMBEAU WEST SPUR C	MEDIUM	LOW	Old growth, risk of soil and watershed impacts and road not needed for administrative use
2685AD	BIG SPUR AD	LOW	LOW	Road not needed for administrative use
2685E	BIG SPUR E	LOW	LOW	Road not needed for administrative use
2685G	BIG SPUR G	LOW	LOW	Road not needed for administrative use
2688A	THROUGH RIVER SPUR A	LOW	LOW	Road not needed for administrative use
2691	STUAIR FIELD	MEDIUM	LOW	Road not needed for administrative use
2691A	STUAIR FIELD SPUR A	LOW	LOW	Road not needed for administrative use
2693	PURSE STRING	LOW	LOW	Road not needed for administrative use
2696B	WOLF LAKE SPUR B	HIGH	MEDIUM	Known NNIP occurrence and road not needed for administrative use
2701A	SQUARE LAKE SPUR A	HIGH	MEDIUM	Known NNIP occurrence and road not needed for administrative use
2705D	COUNTY LANE SPUR D	MEDIUM	MEDIUM	Risk of soil impacts and road not needed for administrative use
2706A	TAMCHA SPUR A	HIGH	LOW	Known NNIP occurrence and road not needed for administrative use
2706B	TAMCHA SPUR A	HIGH	LOW	Known NNIP occurrence and road not needed for administrative use
2706C	TAMCHA SPUR C	LOW	LOW	Road not needed for administrative use
2706D	TAMCHA SPUR D	LOW	LOW	Road not needed for administrative use
2708A	PINE RED SPUR A	LOW	LOW	Road not needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
2713A	ALDER TAG SPUR A	LOW	LOW	Road not needed for administrative use
2714	THRU	HIGH	MEDIUM	Risk of heritage, soil and watershed impacts, known NNIP occurrence and road not needed for administrative use
2717AB	LAKE TWENTY THREE SPUR AB	LOW	LOW	Road not needed for administrative use
2718C	RED PINE SPUR C	LOW	LOW	Road not needed for administrative use
2720C	HUGO BOOM SOUTH SPUR C	LOW	LOW	Road not needed for administrative use
2722A	BOW SPUR A	MEDIUM	LOW	Road not needed for administrative use
2730A	BIG O SPUR A	LOW	MEDIUM	Road not needed for administrative use
2740AA	ANKETEIL SPUR AA	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
2740E	ANKETEIL SPUR E	LOW	LOW	Road not needed for administrative use
2748	EAST FORTY POND	HIGH	LOW	Risk of wetland impacts and known NNIP occurrence and road not needed for administrative use
2751A	FARKLEBERRY SPUR A	LOW	MEDIUM	Road not needed for administrative use
2759B	VISTA LAKE SPUR B	LOW	LOW	Road not needed for administrative use
2759C	VISTA LAKE SPUR C	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
2759D	VISTA LAKE SPUR D	MEDIUM	MEDIUM	Risk of soil impacts and road not needed for administrative use
2760A	BLUE SPUR A	LOW	LOW	Road not needed for administrative use
2762A	BASS LAKE AREA SPUR A	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
2766A	CHOPPER SPUR A	LOW	LOW	Road not needed for administrative use
2766B	CHOPPER SPUR B	LOW	LOW	Road not needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
2768C	BILLY GOOD LAKE SPUR C	LOW	LOW	Road not needed for administrative use
2768D	BILLY GOOD LAKE SPUR D	LOW	LOW	Road not needed for administrative use
2771A	FERN LAKE SPUR A	LOW	LOW	Road not needed for administrative use
2773	FH-43 SPUR A	HIGH	LOW	Risk of soil impacts, known NNIP occurrence and road not needed for administrative use
2778A	BANANA LAKE SPUR A	LOW	MEDIUM	Road not needed for administrative use
2782A	BEATON LAKE SPUR A	LOW	MEDIUM	Road not needed for administrative use
2782AA	BEATON LAKE SPUR AA	MEDIUM	MEDIUM	Risk of soil impacts and road not needed for administrative use
2784A	TEE OH SPUR A	LOW	LOW	Road not needed for administrative use
2784B	TEE OH SPUR B	LOW	LOW	Road not needed for administrative use
2789	BRANCH	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
2791B	NEIGHBOR LAKE SPUR B	HIGH	MEDIUM	Old growth, WSR corridor, risk of watershed impacts and road not needed for administrative use
2792B	BASS LAKE WEST SPUR B	LOW	LOW	Wetland impacts and road not needed for administrative use
2792C	BASS LAKE WEST SPUR C	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
2792D	BASS LAKE WEST SPUR D	MEDIUM	LOW	Risk of soil impacts and segment in old growth
2792F	BASS LAKE WEST SPUR F	LOW	LOW	Road not needed for administrative use
2792G	BASS LAKE WEST SPUR G	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
2793C	SOUTH MOTT SPUR C	LOW	LOW	Old growth, WSR corridor, and road not needed for administrative use
2796	MUSTANG	MEDIUM	MEDIUM	Road not needed for administrative use
2797	POSE	MEDIUM	LOW	Road not needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
2800	WEST CEMETARY ROAD	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
2806A	LITTLE OLE SPUR A	LOW	MEDIUM	Road not needed for administrative use
2810	JENNY SPLIT	LOW	MEDIUM	Road not needed for administrative use
2811A	INGWALD SPUR A	LOW	LOW	Road not needed for administrative use
2812A	OLD CAMP SPUR A	HIGH	LOW	Old growth, risk of soil impacts, known NNIP occurrence and road not needed for administrative use
2814E	BILLS CREEK SPUR E	LOW	MEDIUM	Road not needed for administrative use
2820A	BEAVER CREEK EAST SPUR A	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
2821	SPUR 24	LOW	LOW	Road not needed for administrative use
2827	TWO SEVEN	LOW	LOW	Road not needed for administrative use
2830B	ALGER SPUR B	MEDIUM	LOW	Risk of wildlife impacts and road not needed for administrative use
2835	COW PATH	LOW	LOW	Road not needed for administrative use
2838	LINZIE ROAD	MEDIUM	MEDIUM	Road not needed for administrative use
2844B	NORTH ST. JACQUES SWAMP SPUR B	LOW	LOW	Road not needed for administrative use
2846	JOLIN	MEDIUM	LOW	Road not needed for administrative use
2849	WHITEMAN	LOW	LOW	Road not needed for administrative use
2850D	SANDSTROM LAKE SPUR D	LOW	LOW	Risk of wetland impacts and road not needed for administrative use
2851A	SKUNK SPUR A	LOW	LOW	Road not needed for administrative use
2851AA	SKUNK SPUR AA	LOW	LOW	Road not needed for administrative use
2853	OBOE	LOW	LOW	Road not needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
2854	PEASANT	LOW	LOW	Road not needed for administrative use
2856	PICARD	HIGH	LOW	Risk of soil and watershed impacts and road not needed for administrative use
2864BA	CARLSON SPUR BA	LOW	LOW	Road not needed for administrative use
2866B	ADDIS LAKE ROAD SPUR B	MEDIUM	LOW	Road not needed for administrative use
2870AA	BAKER CREEK SPUR AA	HIGH	LOW	Risk of soil impacts, known NNIP occurrence and road not needed for administrative use
2870AB	BAKER CREEK SPUR AB	HIGH	LOW	Risk of soil impacts, known NNIP occurrence and road not needed for administrative use
2870B	BAKER CREEK SPUR B	MEDIUM	LOW	Road not needed for administrative use
2870C	BAKER CREEK SPUR C	LOW	LOW	Road not needed for administrative use
2870D	BAKER CREEK SPUR D	MEDIUM	LOW	Road not needed for administrative use
2870E	BAKER CREEK SPUR E	LOW	LOW	Road not needed for administrative use
2870H	BAKER CREEK SPUR H	LOW	LOW	Road not needed for administrative use
2873A	LORRAINE LAKE SPUR A	HIGH	LOW	Known NNIP occurrence and road not needed for administrative use
2874	BLOWSAND	MEDIUM	MEDIUM	Road not needed for administrative use
2879D	ARCHAMBEAU CREEK SPUR D	LOW	MEDIUM	Road not needed for administrative use
2894	CORNER	MEDIUM	MEDIUM	Road not needed for administrative use
2895	SQUAW DUMP	HIGH	LOW	Risk of soil and watershed impacts and road not needed for administrative use
2896	CAMP MORMON	MEDIUM	MEDIUM	Risk of heritage and soil impacts and road not needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
2897BA	MOSES CREEK SPUR BA	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
2906A	DUKES V	LOW	LOW	Road not needed for administrative use
2906B	DUKES W	MEDIUM	LOW	Road not needed for administrative use
2910A	DUKES J SPUR A	HIGH	LOW	Known NNIP occurrence and road not needed for administrative use
2913A	DUKES L SPUR A	MEDIUM	LOW	Road not needed for administrative use
2915A	SELMA SPUR A	HIGH	LOW	Risk of soil impacts, known NNIP occurrence and road not needed for administrative use
2915B	SELMA SPUR B	HIGH	LOW	Risk of soil impacts, known NNIP occurrence and road not needed for administrative use
2916A	LAUGHING FISH SPUR A	HIGH	LOW	Risk of soil impacts, known NNIP occurrence and road not needed for administrative use
2923	DUKES P	HIGH	LOW	Risk of soil and watershed impacts and road not needed for administrative use
2926	DUKES R	LOW	LOW	Road not needed for administrative use
2927	DUKES S	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
2928	DUKES T	HIGH	LOW	Known NNIP occurrence and road not needed for administrative use
2941	SHINGLETON SECTION 8	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
8007A	BEAGLE SPUR A	MEDIUM	MEDIUM	Risk of soil impacts and road not needed for administrative use
8011	ROBERTS	MEDIUM	MEDIUM	Road not needed for administrative use
8014	ANTLER CLUB	LOW	MEDIUM	Road not needed for administrative use
8020	FALLEN BRIDGE LOOP	HIGH	MEDIUM	Risk of heritage impacts, WSR corridor, known NNIP occurrence and road not needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
8021	GRADE CUTOFF	HIGH	LOW	Known NNIP occurrence and road not needed for administrative use
8022	COCO	MEDIUM	LOW	Road not needed for administrative use
8041A	YOUNG PINE CUT ACRES SPUR A	LOW	MEDIUM	Road not needed for administrative use
8055A	BROKEN PINE SPUR A	HIGH	MEDIUM	Known NNIP occurrence and road not needed for administrative use
8056	ELEGREET ROAD	LOW	LOW	Risk of wetland impacts and road not needed for administrative use
8056A	ELEGREET ROAD SPUR A	MEDIUM	LOW	Road not needed for administrative use
8056B	ELEGREET ROAD SPUR B	MEDIUM	LOW	Road not needed for administrative use
8056C	ELEGREET ROAD SPUR C	MEDIUM	LOW	Road not needed for administrative use
8059B	HARDWOOD LOOP SPUR B	LOW	LOW	Road not needed for administrative use
8064A	WEST POPLAR LAKE ROAD SPUR A	MEDIUM	LOW	Road not needed for administrative use
8066	EAST BRANCH WHITEFISH NORTH	LOW	LOW	Risk of Regional Forester Sensitive Species impacts and road not needed for administrative use
8067BC	MALMAN MARSH SOUTH SPUR BC	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
8069	SQUAW POINT PLAINS ROAD	MEDIUM	MEDIUM	Road not needed for administrative use
8073	IRON GATE ROAD	MEDIUM	LOW	Road not needed for administrative use
8073A	IRON GATE ROAD SPUR A	MEDIUM	MEDIUM	Risk of soil impacts and road not needed for administrative use
8074A	SLUDGE ROAD SPUR A	HIGH	LOW	Risk of soil impacts and road not needed for administrative use
8074B	SLUDGE ROAD SPUR B	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
8074D	SLUDGE ROAD SPUR D	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
8078	BIG RIVER GRADE	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
8081	LIMESTONE ROAD	MEDIUM	MEDIUM	Risk of soil impacts and road not needed for administrative use
8084EE	MARTEN TRACK ROAD SPUR EE	MEDIUM	LOW	Road not needed for administrative use
8091	ST VITALS CURVE	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
8097A	SOUP LADLE ROAD SPUR A	HIGH	LOW	Risk of soil impacts and road not needed for administrative use
8098A	BEGINNING NOWHERE ROAD SPUR A	MEDIUM	MEDIUM	Risk of soil impacts and road not needed for administrative use
8098B	BEGINNING NOWHERE ROAD SPUR B	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
8102A	SWINE PINE SPUR A	LOW	LOW	Road not needed for administrative use
8102B	SWINE PINE SPUR B	LOW	LOW	Road not needed for administrative use
8104	MUMFORD	LOW	MEDIUM	Road not needed for administrative use
8108	SWEET GUM	LOW	LOW	Road not needed for administrative use
8109B	HAYWIRE GRADE SPUR B	HIGH	MEDIUM	Known NNIP occurrence and road not needed for administrative use
8120	BRB OAK	MEDIUM	MEDIUM	Road not needed for administrative use
8124	DORIS	LOW	LOW	Road not needed for administrative use
8126	LISANNE	LOW	MEDIUM	Road not needed for administrative use
8127	SINGLETARY	MEDIUM	MEDIUM	Risk of soil impacts and road not needed for administrative use
8132	GREAT BEAR	LOW	MEDIUM	WSR corridor and road not needed for administrative use
8132A	GREAT BEAR SPUR A	LOW	MEDIUM	Road not needed for administrative use
8140	PENEGOR	LOW	LOW	Road not needed for administrative use
8144	MARCEL	LOW	LOW	Road not needed for administrative use
8145	ANGIE	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
8147	SHANNON	LOW	MEDIUM	Road not needed for administrative use
8151	HEMLOCK	HIGH	LOW	Known NNIP occurrence and road not needed for administrative use
8160	DWH	HIGH	LOW	Risk of soil impacts, known NNIP occurrence and road not needed for administrative use
8161	MONTA	HIGH	LOW	Risk of wetland impacts and known NNIP occurrence and road not needed for administrative use
8162A	SASSAFRAS SPUR A	LOW	MEDIUM	Road not needed for administrative use
8162AA	SASSAFRAS SPUR AA	LOW	MEDIUM	Road not needed for administrative use
8163	BRIAN	HIGH	LOW	Known NNIP occurrence and road not needed for administrative use
8172	BENS BLVD	HIGH	MEDIUM	Known NNIP occurrence and road not needed for administrative use
8175	FIRE LANE	HIGH	LOW	Known NNIP occurrence and road not needed for administrative use
8177	COW OAK	HIGH	MEDIUM	Risk of soil impacts, known NNIP occurrence and road not needed for administrative use
8181	FUELBREAK TWELVE	HIGH	MEDIUM	Known NNIP occurrence and road not needed for administrative use
8183	FUELBREAK EIGHT	HIGH	MEDIUM	Known NNIP occurrence and road not needed for administrative use
8184	FUELBREAK SIX	HIGH	MEDIUM	Risk of heritage impacts, known NNIP occurrence and road not needed for administrative use
8187A	HACKBERRY SPUR A	LOW	LOW	Road not needed for administrative use
8188A	WYAND SPUR A	MEDIUM	MEDIUM	Risk of soil impacts and road not needed for administrative use
8188B	WYAND SPUR B	HIGH	LOW	Risk of soil and watershed impacts and road not needed for administrative use
8192	SOUTH ELBOW	HIGH	MEDIUM	Risk of soil and watershed impacts and road not needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
8195	BOSENBERRY WEST	LOW	MEDIUM	Road not needed for administrative use
8201	GRAND ISLAND TRAILHEAD 2	MEDIUM	LOW	Road not needed for administrative use
8204A	DAVIES CREEK ROAD SPUR A	HIGH	LOW	Risk of heritage impacts, within WSR corridor, and known NNIP occurrence and road not needed for administrative use
8204AA	DAVIES CREEK ROAD SPUR AA	MEDIUM	LOW	Road not needed for administrative use
8204BA	DAVIES CREEK ROAD SPUR BA	LOW	LOW	Road not needed for administrative use
8204D	DAVIES CREEK ROAD SPUR D	HIGH	MEDIUM	Risk of wetland impacts, known NNIP occurrence and road not needed for administrative use
8209	SCHWARTZ LANE	MEDIUM	LOW	Road not needed for administrative use
8228A	PINE MARTIN SPUR A	HIGH	LOW	Known NNIP occurrence and road not needed for administrative use
8229A	FAT RACCOON SPUR A	HIGH	MEDIUM	Known NNIP occurrence and road not needed for administrative use
8231	CORY STEWART RD	MEDIUM	MEDIUM	Road not needed for administrative use
8232	SHIRLEY'S ROAD (I-22)	LOW	MEDIUM	Road not needed for administrative use
8233	PORKY ROAD	LOW	LOW	Road not needed for administrative use
8234	FIRE BREAK LANE	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
8237	FOX FARM RD	LOW	LOW	Risk of Regional Forester Sensitive Species impacts and road not needed for administrative use
8238	E BRANCH SWAMP RD	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
8243	MAPLE KNOB TURNOUT	LOW	LOW	Road not needed for administrative use
8247	8247	MEDIUM	MEDIUM	Road not needed for administrative use
8251A	B.A.V. SPUR A	LOW	MEDIUM	Road not needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
8259	CO RD I-23	LOW	MEDIUM	Road not needed for administrative use
8265	LAKESHORE LANE	HIGH	LOW	Old growth, risk of heritage and soil impacts, known NNIP occurrence and road not needed for administrative use
8267	RED PINE EW	LOW	LOW	Road not needed for administrative use
8272	PROBLEM PINE	LOW	MEDIUM	Road not needed for administrative use
8273	TERRY	HIGH	MEDIUM	Known NNIP occurrence and road not needed for administrative use
8276	SALOON ROAD	HIGH	LOW	WSR corridor, risk of soil and watershed impacts and road not needed for administrative use
8301	L & R	MEDIUM	LOW	Road not needed for administrative use
8362A	LOST LAKE SPUR A	LOW	MEDIUM	Road not needed for administrative use
8362B	LOST LAKE SPUR B	LOW	MEDIUM	Risk of wetland impacts and road not needed for administrative use
8363	SCOTT'S DIKE	HIGH	LOW	Risk of soil and watershed impacts and road not needed for administrative use
8363A	SCOTT'S DIKE SPUR A	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
A02BA	2787 SPUR A02BA	LOW	LOW	Road not needed for administrative use
A02C	2830 SPUR A02C	MEDIUM	LOW	Road not needed for administrative use
A02D	2246B SPUR A02D	MEDIUM	LOW	Risk of watershed impacts and road not needed for administrative use
A02G	2246 SPUR A02G	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
A02P	SPUR A02P	LOW	LOW	Road not needed for administrative use
A03A	2246 SPUR A	MEDIUM	MEDIUM	Risk of wildlife impacts and segment not needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
A03D	8198 SPUR D	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
A03E	2246G SPUR A03E	LOW	MEDIUM	Road not needed for administrative use
A04A	2253 SPUR A04A	LOW	MEDIUM	Road not needed for administrative use
A05A	2102 SPUR A05A	LOW	LOW	Road not needed for administrative use
A05B	2788 SPUR A05B	LOW	LOW	Road not needed for administrative use
A06B	8197 SPUR A06B	MEDIUM	LOW	Road not needed for administrative use
A06C	8197 SPUR A06C	LOW	LOW	Road not needed for administrative use
A06D	2246 SPUR A06D	LOW	LOW	Road not needed for administrative use
A06F	2246 SPUR A09F	MEDIUM	LOW	Road not needed for administrative use
A06I	2246 SPUR A06I	MEDIUM	LOW	Road not needed for administrative use
A06J	8197 SPUR A09J	LOW	LOW	Road not needed for administrative use
A06K	8197 SPUR A09K	MEDIUM	LOW	Road not needed for administrative use
A06M	2248 SPUR A06M	LOW	LOW	Road not needed for administrative use
A08A	2102ESPUR A08A	MEDIUM	LOW	Road not needed for administrative use
A08D	2872 SPUR A08D	LOW	MEDIUM	Road not needed for administrative use
A08F	2872 SPUR A08F	LOW	MEDIUM	Road not needed for administrative use
A09C	2246 SPUR A09C	LOW	LOW	Road not needed for administrative use
A09D	2554 SPUR A09D	MEDIUM	LOW	Risk of watershed impacts and road not needed for administrative use
A10D	2662 SPUR A10D	MEDIUM	MEDIUM	Risk of watershed impacts and road not needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
A110C	2676 SPUR A110C	HIGH	LOW	Risk of wetland impacts, known NNIP occurrence and road not needed for administrative use
A110D	8150 SPUR A110D	LOW	LOW	Road not needed for administrative use
A110E	8150 SPUR A110E	LOW	LOW	Road not needed for administrative use
A110G	2676BC SPUR A110G	LOW	LOW	Road not needed for administrative use
A111A	8102 SPUR A111A	LOW	MEDIUM	Road not needed for administrative use
A111B	2676 SPUR A111B	HIGH	MEDIUM	Known NNIP occurrence and road not needed for administrative use
A111C	2407 SPUR A111C	MEDIUM	LOW	Risk of soil and watershed impacts and road not needed for administrative use
A112A	2222A SPUR A112A	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
A113E	2672 SPUR A113E	LOW	LOW	Road not needed for administrative use
A113F	2672 SPUR A113F	LOW	MEDIUM	Road not needed for administrative use
A114B	2226 SPUR A114B	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
A114C	2668 SPUR A114C	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
A114D	2668 SPUR A114D	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
A116C	2231 SPUR A116C	LOW	MEDIUM	Road not needed for administrative use
A116I	2756 SPUR A116I	LOW	LOW	Road not needed for administrative use
A117C	2412 SPUR A117C	LOW	LOW	WSR corridor and road not needed for administrative use
A125A	2407 SPUR A125A	MEDIUM	MEDIUM	Road not needed for administrative use
A14A	2106 SPUR A14A	MEDIUM	LOW	Road not needed for administrative use
A14B	2106 SPUR A14B	LOW	LOW	Old growth, WSR corridor, and road not needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
A14C	2106 SPUR A14C	MEDIUM	LOW	Old growth, WSR corridor, risk of soil and watershed impacts and road not needed for administrative use
A14D	2106 SPUR A14D	MEDIUM	LOW	Old growth, WSR corridor, risk of soil and watershed impacts and road not needed for administrative use
A14F	2106 SPUR A14F	MEDIUM	LOW	Old growth, WSR corridor, risk of soil and watershed impacts and road not needed for administrative use
A14G	2106 SPUR A14G	LOW	LOW	Old growth, WSR corridor, and road not needed for administrative use
A14H	2106A SPUR A14H	LOW	LOW	Old growth, WSR corridor, and road not needed for administrative use
A14J	2106 SPUR A14J	MEDIUM	LOW	Risk of soil and watershed impacts and road not needed for administrative use
A14K	2106A SPUR A14K	MEDIUM	LOW	Road not needed for administrative use
A15A	2792 SPUR A15A	LOW	LOW	Road not needed for administrative use
A15C	2792 SPUR S15C	LOW	LOW	Road not needed for administrative use
A15D	2633 SPUR S25D	LOW	LOW	Road not needed for administrative use
A15F	2633 SPUR S15F	LOW	LOW	Road not needed for administrative use
A15G	2633C SPUR A15G	LOW	LOW	Road not needed for administrative use
A15H	2633C SPUR A15H	LOW	LOW	Road not needed for administrative use
A16A	2791C SPUR A16A	LOW	LOW	Road not needed for administrative use
A16C	2213 SPUR A16C	LOW	LOW	Road not needed for administrative use
A16D	2213 SPUR A16D	LOW	MEDIUM	Road not needed for administrative use
A21A	M-94 SPUR A21A	MEDIUM	LOW	Risk of soil impacts and segment not needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
A22D	2212N SPUR A22D	LOW	LOW	Road not needed for administrative use
A22F	2212A SPUR A22F	LOW	LOW	Old growth and road not needed for administrative use
A22G	2212A SPUR A22G	LOW	MEDIUM	Old growth and road not needed for administrative use
A23B	2634 SPUR A23B	HIGH	LOW	WSR corridor and known NNIP occurrence and road not needed for administrative use
A24A	CO RD 437 SPUR A24A	MEDIUM	MEDIUM	Road not needed for administrative use
A24M	2752A SPUR A24M	LOW	LOW	Road not needed for administrative use
A24N	2752A SPUR A24N	LOW	LOW	Road not needed for administrative use
A24P	SPUR A24P	MEDIUM	LOW	Road not needed for administrative use
A24Y	SPUR A24I	LOW	LOW	Road not needed for administrative use
A25A	2790 SPUR	LOW	LOW	Road not needed for administrative use
A25B	2434C SPUR A25B	LOW	LOW	Road not needed for administrative use
A25F	2434C SPUR A25F	LOW	LOW	Road not needed for administrative use
A25G	2637E SPUR A25G	LOW	LOW	Road not needed for administrative use
A25H	2637E SPUR A25H	LOW	LOW	Road not needed for administrative use
A25J	SPUR A25J	LOW	LOW	Road not needed for administrative use
A25K	SPUR A25K	MEDIUM	LOW	Road not needed for administrative use
A25L	SPUR A25L	LOW	LOW	Road not needed for administrative use
A25M	2434C SPUR A25M	LOW	LOW	Road not needed for administrative use
A25N	2434A SPUR A25N	LOW	LOW	Road not needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
A25O	SPUR A25O	LOW	LOW	Road not needed for administrative use
A25Q	2434 SPUR A25Q	LOW	LOW	Road not needed for administrative use
A25R	SPUR A25R	LOW	LOW	Road not needed for administrative use
A26C	2719 SPUR C	LOW	MEDIUM	Road not needed for administrative use
A26D	2873 SPUR D	HIGH	LOW	Known NNIP occurrence and road not needed for administrative use
A26E	2873 SPUR E	HIGH	LOW	Known NNIP occurrence and road not needed for administrative use
A26F	2008 SPUR F	LOW	LOW	Road not needed for administrative use
A26I	SPUR A26I	HIGH	LOW	Known NNIP occurrence and road not needed for administrative use
A26J	2837A SPUR A26J	LOW	LOW	Road not needed for administrative use
A26K	SPUR A26K	MEDIUM	LOW	Road not needed for administrative use
A26L	2438 SPUR A26L	MEDIUM	MEDIUM	Road not needed for administrative use
A27A	SPUR A27A	MEDIUM	LOW	Road not needed for administrative use
A29A	2258 SPUR	LOW	MEDIUM	Road not needed for administrative use
A31A	2380 SPUR A31A	LOW	LOW	Road not needed for administrative use
A31B	2380 SPUR B	LOW	LOW	Road not needed for administrative use
A32A	2259 SPUR A	HIGH	MEDIUM	Risk of soil impacts, known NNIP occurrence and road not needed for administrative use
A32B	2720A SPUR A32B	LOW	LOW	Road not needed for administrative use
A32C	2720 SPUR C	LOW	LOW	Road not needed for administrative use
A32D	2414 SPUR D	LOW	LOW	Road not needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
A32F	2688 SPUR F	LOW	LOW	Road not needed for administrative use
A32G	2688 SPUR A32G	LOW	LOW	Road not needed for administrative use
A33D	2225 SPUR D	LOW	LOW	Road not needed for administrative use
A33E	2225 SPUR A33E	LOW	LOW	Road not needed for administrative use
A33F	2218 SPUR A33F	LOW	MEDIUM	Road not needed for administrative use
A34A	8151 SPUR A	HIGH	LOW	Known NNIP occurrence and road not needed for administrative use
A34B	2438 SPUR B	HIGH	LOW	Known NNIP occurrence and road not needed for administrative use
A34D	2438C SPUR D	LOW	LOW	Road not needed for administrative use
A34H	2718 SPUR H	MEDIUM	LOW	Risk of soil and watershed impacts and road not needed for administrative use
A34J	2218 SPUR J	LOW	LOW	Road not needed for administrative use
A35A	2722 SPUR A35A	MEDIUM	LOW	Road not needed for administrative use
A36A	2224 SPUR A	MEDIUM	LOW	Road not needed for administrative use
A36B	2688 SPUR B	LOW	LOW	Road not needed for administrative use
A36D	2688 SPUR A36D	MEDIUM	LOW	Road not needed for administrative use
A36E	2224 SPUR E	LOW	LOW	Road not needed for administrative use
A36F	2224 SPUR F	LOW	LOW	Road not needed for administrative use
A36I	2050 SPUR I	LOW	LOW	Road not needed for administrative use
A36J	2050 SPUR J	LOW	LOW	Road not needed for administrative use
A37C	2218 SPUR C	HIGH	LOW	Known NNIP occurrence and road not needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
A38C	2218C SPUR A38C	LOW	MEDIUM	Road not needed for administrative use
A40D	2087 SPUR A40D	MEDIUM	MEDIUM	Risk of watershed impacts and road not needed for administrative use
A41C	2719 SPUR A41C	LOW	MEDIUM	Road not needed for administrative use
A41D	2719 SPUR A41D	LOW	MEDIUM	Road not needed for administrative use
A41L	2751 SPUR A41L	LOW	LOW	Road not needed for administrative use
A41M	2751 SPUR A41M	LOW	MEDIUM	Road not needed for administrative use
A42A	2774 SPUR A	LOW	LOW	Road not needed for administrative use
A42C	2397 SPUR C	LOW	LOW	Road not needed for administrative use
A42E	CO RD 437 SPUR A42E	LOW	LOW	Road not needed for administrative use
A42K	2435 SPUR A42K	LOW	LOW	Road not needed for administrative use
A43A	2802 SPUR A	LOW	LOW	WSR corridor and road not needed for administrative use
A43B	2802 SPUR B	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
A43J	2435 SPUR A43J	MEDIUM	LOW	Risk of soil and watershed impacts and road not needed for administrative use
A48C	2775 SPUR	LOW	LOW	Road not needed for administrative use
A48D	437 SPUR A48D	LOW	MEDIUM	Road not needed for administrative use
A49A	2217 SPUR A	LOW	MEDIUM	Road not needed for administrative use
A49B	2117 SPUR B	LOW	LOW	Road not needed for administrative use
A49D	2086 SPUR A49D	MEDIUM	MEDIUM	Road not needed for administrative use
A50A	2436 SPUR A	MEDIUM	LOW	Road not needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
A50C	2217 SPUR A50C	MEDIUM	LOW	Road not needed for administrative use
A50D	2217C SPUR D	LOW	LOW	Road not needed for administrative use
A50G	2711 SPUR G	MEDIUM	MEDIUM	Road not needed for administrative use
A50H	2436 SPUR H	MEDIUM	MEDIUM	Road not needed for administrative use
A50I	2711A SPUR I	MEDIUM	MEDIUM	Road not needed for administrative use
A50K	2698 SPUR K	MEDIUM	MEDIUM	Road not needed for administrative use
A50L	2698 SPUR L	MEDIUM	MEDIUM	Road not needed for administrative use
A50N	SPUR A50N	MEDIUM	LOW	Road not needed for administrative use
A51C	2684 SPUR C	LOW	LOW	Road not needed for administrative use
A51L	2386A SPUR A51L	LOW	LOW	Road not needed for administrative use
A51M	SPUR A51M	LOW	LOW	Road not needed for administrative use
A51N	2685D SPUR A51N	LOW	LOW	Road not needed for administrative use
A51O	2685D SPUR A51O	MEDIUM	LOW	Road not needed for administrative use
A51P	2685 SPUR A51P	MEDIUM	LOW	Road not needed for administrative use
A51Q	2685A SPUR A51Q	MEDIUM	LOW	Road not needed for administrative use
A51R	2685A SPUR A51R	MEDIUM	LOW	Road not needed for administrative use
A51T	2685A SPUR A51T	MEDIUM	LOW	Road not needed for administrative use
A51TA	2685A SPUR	MEDIUM	LOW	Road not needed for administrative use
A51U	2685A SPUR A51U	MEDIUM	LOW	Road not needed for administrative use
A51VA	2685AB SPUR	LOW	MEDIUM	Road not needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
A51X	2685B SPUR A51X	LOW	LOW	Road not needed for administrative use
A52C	2760 SPUR C	MEDIUM	LOW	Road not needed for administrative use
A52H	2618 SPUR A52A	LOW	LOW	Road not needed for administrative use
A52I	2618 SPUR R52B	HIGH	LOW	Known NNIP occurrence and road not needed for administrative use
A52J	2618C SPUR	MEDIUM	LOW	Road not needed for administrative use
A53B	2760 SPUR A53B	LOW	LOW	Road not needed for administrative use
A53C	2760A SPUR C	LOW	LOW	Road not needed for administrative use
A53T	SPUR A53T	LOW	LOW	Road not needed for administrative use
A53W	2760 SPUR A53W	LOW	LOW	Road not needed for administrative use
A53X	2760 SPUR A53X	LOW	LOW	Road not needed for administrative use
A53Y	2760 SPUR A53Y	LOW	LOW	Road not needed for administrative use
A54C	2760 SPUR A54C	HIGH	LOW	Risk of soil impacts and road not needed for administrative use
A55A	2759 SPUR A55A	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
A55C	2422C SPUR A55C	LOW	LOW	Road not needed for administrative use
A55D	2422C SPUR A55D	LOW	LOW	Road not needed for administrative use
A55E	2759 SPUR A55E	LOW	LOW	Road not needed for administrative use
A56B	2422 SPUR A56B	HIGH	LOW	Risk of wetland impacts, known NNIP occurrence and road not needed for administrative use
A56C	2224A SPUR C	LOW	MEDIUM	Road not needed for administrative use
A56E	2663 SPUR A56E	MEDIUM	MEDIUM	Risk of soil impacts and road not needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
A56F	2224A SPUR A56F	LOW	MEDIUM	Road not needed for administrative use
A57A	2683 SPUR A	LOW	MEDIUM	Road not needed for administrative use
A57B	2683 SPUR A57B	LOW	MEDIUM	Road not needed for administrative use
A57C	SPUR A57C	LOW	MEDIUM	Road not needed for administrative use
A57E	2683 SPUR A57E	HIGH	MEDIUM	Risk of soil impacts, known NNIP occurrence and road not needed for administrative use
A58A	2700 SPUR A58A	MEDIUM	LOW	Road not needed for administrative use
A58B	2701 SPUR B	LOW	MEDIUM	Road not needed for administrative use
A58C	2218 SPUR A58C	LOW	LOW	Road not needed for administrative use
A58E	2696 SPUR A58E	MEDIUM	MEDIUM	Risk of watershed impacts and road not needed for administrative use
A58F	2701B SPUR A58F	LOW	MEDIUM	Road not needed for administrative use
A58H	2702 SPUR A58H	HIGH	LOW	Known NNIP occurrence and road not needed for administrative use
A59A	2436E SPUR A59A	MEDIUM	LOW	Road not needed for administrative use
A59B	2696 SPUR B	MEDIUM	LOW	Road not needed for administrative use
A59C	2436 SPUR A59C	MEDIUM	LOW	Road not needed for administrative use
A59E	2704 SPUR A59E	MEDIUM	LOW	Road not needed for administrative use
A60C	2091 SPUR C	MEDIUM	LOW	Road not needed for administrative use
A60D	A60D SPUR D	MEDIUM	LOW	Road not needed for administrative use
A60E	8114 SPUR E	LOW	LOW	Road not needed for administrative use
A60F	2117 SPUR A60F	LOW	LOW	Road not needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
A62B	2417 SPUR A62B	LOW	LOW	Road not needed for administrative use
A62C	2417 SPUR A62C	MEDIUM	MEDIUM	Risk of soil impacts and road not needed for administrative use
A62D	2619 SPUR D	LOW	LOW	Road not needed for administrative use
A62E	2417E SPUR E	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
A62F	2417E SPUR F	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
A62H	2417 SPUR H	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
A62I	2417 SPUR I	LOW	LOW	Road not needed for administrative use
A62J	8122 SPUR J	LOW	LOW	Road not needed for administrative use
A62K	8122 SPUR K	LOW	LOW	Road not needed for administrative use
A62L	8122 SPUR L	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
A62M	2619 SPUR A62M	LOW	LOW	Road not needed for administrative use
A62N	2417D SPUR A62N	LOW	LOW	Road not needed for administrative use
A62O	2417E SPUR A62O	LOW	LOW	Road not needed for administrative use
A62P	SPUR A62P	LOW	LOW	Road not needed for administrative use
A66C	2417A SPUR C	LOW	LOW	Road not needed for administrative use
A66D	2417A SPUR D	LOW	LOW	Road not needed for administrative use
A67A	2417 SPUR A67A	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
A67B	2417 SPUR A67B	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
A68C	2223 SPUR A68C	MEDIUM	LOW	Road not needed for administrative use
A69B	2771 SPUR A69B	HIGH	MEDIUM	Known NNIP occurrence and road not needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
A70C	CO RD 442 SPUR A70C	HIGH	LOW	Known NNIP occurrence and road not needed for administrative use
A70D	2223S SPUR A60D	HIGH	MEDIUM	Risk of soil impacts, known NNIP occurrence and road not needed for administrative use
A70F	2771 SPUR A70F	LOW	LOW	Road not needed for administrative use
A72A	8023 SPUR A	MEDIUM	MEDIUM	Road not needed for administrative use
A72B	2083 SPUR B	LOW	MEDIUM	Road not needed for administrative use
A72C	2680 SPUR A72C	HIGH	MEDIUM	Risk of soil and watershed impacts, known NNIP occurrence and road not needed for administrative use
A72D	2680 SPUR A72D	HIGH	LOW	Risk of soil and watershed impacts, known NNIP occurrence and road not needed for administrative use
A72E	SPUR A72E	HIGH	LOW	Risk of soil and watershed impacts, known NNIP occurrence and road not needed for administrative use
A73A	2052 SPUR A73A	LOW	LOW	Road not needed for administrative use
A73B	2052 SPUR A73B	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
A73D	2052 SPUR A73D	MEDIUM	MEDIUM	Road not needed for administrative use
A75A	2223 SPUR A75A	LOW	LOW	Road not needed for administrative use
A75AA	2759AA SPUR A75AA	MEDIUM	MEDIUM	Risk of soil impacts and road not needed for administrative use
A75D	HWY 13 SPUR A75D	HIGH	LOW	Known NNIP occurrence and road not needed for administrative use
A75DD	8188 SPUR A75DD	LOW	LOW	Risk of watershed impacts and road not needed for administrative use
A75EE	SPUR A75EE	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
A75W	8193SPUR A75W	MEDIUM	LOW	Road not needed for administrative use
A75X	8193 SPUR A75X	LOW	LOW	Road not needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
A75Y	8193 SPUR A75Y	LOW	LOW	Road not needed for administrative use
A76L	2744 SPUR A76L	LOW	LOW	Road not needed for administrative use
A76M	2744 SPUR M	MEDIUM	MEDIUM	Road not needed for administrative use
A76O	2744 SPUR O	LOW	LOW	Road not needed for administrative use
A77A	2768 SPUR A	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
A77B	2768 SPUR B	LOW	LOW	Road not needed for administrative use
A77E	2615 SPUR E	LOW	LOW	Road not needed for administrative use
A78A	2226 SPUR A78A	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
A80A	2834 SPUR A80A	MEDIUM	LOW	Risk of watershed impacts and road not needed for administrative use
A80B	2834 SPUR	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
A82A	2415 SPUR A	LOW	MEDIUM	Road not needed for administrative use
A82C	2784 SPUR C	LOW	MEDIUM	Road not needed for administrative use
A82D	2784 SPUR D	LOW	LOW	Road not needed for administrative use
A85B	2780 SPUR B	LOW	LOW	Road not needed for administrative use
A85C	2415 SPUR C	LOW	MEDIUM	Road not needed for administrative use
A85F	2415 SPUR	MEDIUM	MEDIUM	Road not needed for administrative use
A85H	2415 SPUR A85H	LOW	LOW	Road not needed for administrative use
A87B	2627 SPUR A87B	LOW	MEDIUM	Road not needed for administrative use
A87C	2610 SPUR C	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
A88A	2219 SPUR A88A	LOW	LOW	Road not needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
A90D	2410 SPUR D	LOW	LOW	Road not needed for administrative use
A90E	2226 SPUR A90E	MEDIUM	MEDIUM	Risk of soil impacts and road not needed for administrative use
A90F	2226 SPUR A90F	LOW	LOW	Road not needed for administrative use
A90I	SPUR A90I	LOW	LOW	Road not needed for administrative use
A90J	2679 SPUR A90J	MEDIUM	MEDIUM	Risk of watershed impacts and road not needed for administrative use
A91A	2604 SPUR A	LOW	MEDIUM	Road not needed for administrative use
A91C	2603 SPUR C	LOW	LOW	Road not needed for administrative use
A91D	2603 SPUR D	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
A91E	2075 SPUR A91E	LOW	LOW	Road not needed for administrative use
A92B	2410 SPUR B	LOW	LOW	Road not needed for administrative use
A93A	2601 SPUR A93A	LOW	LOW	Road not needed for administrative use
A93B	2740 SPUR B	MEDIUM	LOW	Road not needed for administrative use
A93D	2740 SPUR A93D	LOW	LOW	Road not needed for administrative use
A93F	2231 SPUR A93F	MEDIUM	MEDIUM	Road not needed for administrative use
A93G	2741A SPUR A93G	LOW	LOW	Road not needed for administrative use
A93K	2740 SPUR A93K	LOW	MEDIUM	Road not needed for administrative use
A94A	2226F SPUR A	MEDIUM	LOW	Risk of soil and watershed impacts and road not needed for administrative use
A94D	2056 SPUR D	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
A94F	2053 SPUR A94F	HIGH	LOW	Risk of soil and watershed impacts and road not needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
A94G	SPUR A94G	HIGH	LOW	Risk of soil and watershed impacts and road not needed for administrative use
A94J	2226 SPUR A94J	LOW	MEDIUM	Road not needed for administrative use
A94K	SPUR A94K	LOW	LOW	Road not needed for administrative use
A94M	2742 SPUR A94M	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
A94N	2226 SPUR A94N	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
A94O	2096 SPUR A94O	LOW	LOW	Road not needed for administrative use
A95A	2222 SPUR A95A	LOW	LOW	Road not needed for administrative use
A95B	2222 SPUR A95B	LOW	LOW	Road not needed for administrative use
A95C	SPUR A95C	LOW	LOW	Road not needed for administrative use
A95D	2606 SPUR D	LOW	LOW	Road not needed for administrative use
A95E	SPUR A95E	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
A95F	2222 SPUR A95F	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
A95H	SPUR A95H	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
A95L	2675 SPUR A95L	LOW	LOW	Road not needed for administrative use
A95M	2222 SPUR A95M	LOW	LOW	Road not needed for administrative use
A96A	2226C SPUR A96A	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
A96C	2888 SPUR C	LOW	LOW	Road not needed for administrative use
A96D	2605 SPUR D	LOW	LOW	Road not needed for administrative use
A96E	2606 SPUR E	LOW	LOW	Road not needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
A96F	2605 SPUR F	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
A96H	2411 SPUR A96H	HIGH	LOW	Risk of soil and watershed impacts and road not needed for administrative use
A96J	2607 SPUR A 96J	LOW	LOW	Road not needed for administrative use
A96L	2606 SPUR A96L	LOW	LOW	Road not needed for administrative use
A96N	2605 SPUR A96N	HIGH	LOW	Risk of soil and watershed impacts and road not needed for administrative use
A96O	2607 SPUR A96O	LOW	LOW	Road not needed for administrative use
A96P	SPUR A96P	LOW	LOW	Road not needed for administrative use
A96Q	2387 SPUR A96Q	LOW	LOW	Road not needed for administrative use
A96S	2222 SPUR	LOW	LOW	Road not needed for administrative use
A96T	SPUR A96T	LOW	LOW	Road not needed for administrative use
A97B	2408AD SPUR	MEDIUM	LOW	Old growth, risk of watershed impacts and road not needed for administrative use
C121A	2039 SPUR	HIGH	MEDIUM	Risk of soil impacts, known NNIP occurrence and road not needed for administrative use
C124A	2031 SPUR	MEDIUM	LOW	Risk of watershed impacts and road not needed for administrative use
C124C	2340 SPUR C	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
C124D	2340 SPUR D	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
C124E	2031 SPUR	HIGH	LOW	Risk of soil impacts, known NNIP occurrence and road not needed for administrative use
C125A	2037A SPUR	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
C126B	2340 SPUR	LOW	LOW	Road not needed for administrative use
C126D	2036C SPUR	LOW	LOW	Road not needed for administrative use
C126F	2036C SPUR	LOW	LOW	Road not needed for administrative use
C128A	2428 DPUR	LOW	LOW	Road not needed for administrative use
C129B	2445C SPUR	LOW	LOW	Road not needed for administrative use
C129D	2445 SPUR	MEDIUM	LOW	Road not needed for administrative use
C144C	R144B SPUR	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
C147A	US-41 SPUR	HIGH	MEDIUM	Risk of soil impacts and road not needed for administrative use
C159U	2281E SPUR	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
C159V	2281E SPUR	LOW	LOW	Road not needed for administrative use
C159W	2281E SPUR	LOW	LOW	Road not needed for administrative use
C26A	2873 TEMP SPUR	HIGH	LOW	Known NNIP occurrence and road not needed for administrative use
C26B	2089 TEMP	HIGH	LOW	Known NNIP occurrence and road not needed for administrative use
C26C	2089 TEMP SPUR	LOW	LOW	Road not needed for administrative use
C26D	2873 SPUR	HIGH	LOW	Known NNIP occurrence and road not needed for administrative use
C34A	2259 SPUR	HIGH	LOW	Known NNIP occurrence and road not needed for administrative use
C38A	2687 SPUR	HIGH	MEDIUM	Known NNIP occurrence and road not needed for administrative use
C38B	2217 SPUR	HIGH	LOW	Known NNIP occurrence and road not needed for administrative use
C41A	8162B SPUR	LOW	MEDIUM	Road not needed for administrative use
C49A	2217 TEMP	MEDIUM	LOW	Road not needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
GI17HA	GRAND ISLAND SPUR GI17HA	LOW	LOW	Road not needed for administrative use
GI17XA	GRAND ISLAND SPUR GI17XA	LOW	LOW	Road not needed for administrative use
GI17Z	GRAND ISLAND SPUR GI17Z	HIGH	LOW	Risk of watershed impacts and road not needed for administrative use
GI32V	GRAND ISLAND SPUR GI32V	LOW	LOW	Road not needed for administrative use
GI40A	GRAND ISLAND SPUR GI40A	HIGH	LOW	Risk of watershed impacts and road not needed for administrative use
GI42	UNKNOWN	HIGH	LOW	Known NNIP occurrence and road not needed for administrative use
GI72	SPUR GI72	HIGH	LOW	Risk of wetland impacts, known NNIP occurrence and road not needed for administrative use
GI77	SPUR GI77	HIGH	LOW	Risk of soil and watershed impacts and road not needed for administrative use
GI80	SPUR GI80	HIGH	LOW	Risk of soil and watershed impacts and road not needed for administrative use
ID	NAME	Risk Category	Benefit Category	Comments
M07A	2491 SPUR	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
M07B	2491 SPUR	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
M07C	2491 SPUR	MEDIUM	LOW	Road not needed for administrative use
M07D	2491 SPUR	MEDIUM	LOW	Road not needed for administrative use
M07E	2491 SPUR	MEDIUM	LOW	Road not needed for administrative use
M07F	2491 SPUR	MEDIUM	LOW	Road not needed for administrative use
M100C	SPUR M100C	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
M100D	SPUR M100D	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
M101A	2269 SPUR M101A	LOW	MEDIUM	Road not needed for administrative use
M101B	SPUR M101B	LOW	LOW	Road not needed for administrative use
M101C	SPUR M101C	LOW	MEDIUM	Road not needed for administrative use
M101D	SPUR M101D	LOW	LOW	Road not needed for administrative use
M101E	SPUR M101E	LOW	LOW	Road not needed for administrative use
M101F	SPUR M101F	MEDIUM	LOW	Risk of watershed impacts and road not needed for administrative use
M102A	M102A	LOW	LOW	Road not needed for administrative use
M102C	SPUR M102C	MEDIUM	LOW	Risk of watershed impacts and road not needed for administrative use
M102D	SPUR M102D	LOW	LOW	Road not needed for administrative use
M103A	NO NAME	HIGH	LOW	Known NNIP occurrence and road not needed for administrative use
M103B	NO NAME	HIGH	LOW	Old growth, known NNIP occurrence and road not needed for administrative use
M103C	NO NAME	HIGH	LOW	Known NNIP occurrence and road not needed for administrative use
M103D	NO NAME	LOW	LOW	Road not needed for administrative use
M103E	NO NAME	LOW	LOW	Road not needed for administrative use
M103F	SPUR M103F	LOW	MEDIUM	Road not needed for administrative use
M103J	NO NAME	HIGH	LOW	Old growth, known NNIP occurrence and road not needed for administrative use
M103K	NO NAME	HIGH	LOW	Old growth, risk of watershed impacts, known NNIP occurrence and road not needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
M103L	NO NAME	HIGH	LOW	Old growth, known NNIP occurrence and road not needed for administrative use
M103N	NO NAME	HIGH	LOW	Old growth, risk of watershed impacts, known NNIP occurrence and road not needed for administrative use
M104A	SPUR M104A	MEDIUM	LOW	Road not needed for administrative use
M104D	SPUR M104D	LOW	LOW	Road not needed for administrative use
M104E	SPUR M104E	LOW	LOW	Road not needed for administrative use
M104G	SPUR M104G	MEDIUM	LOW	Road not needed for administrative use
M104J	SPUR M104J	MEDIUM	LOW	Road not needed for administrative use
M105B	SPUR M105B	MEDIUM	LOW	WSR corridor, risk of watershed impacts and road not needed for administrative use
M107A	SPUR M107A	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
M107D	SPUR M107D	HIGH	LOW	Known NNIP occurrence and road not needed for administrative use
M107F	2254E SPUR M107F	LOW	LOW	Road not needed for administrative use
M107G	2254 SPUR M107G	HIGH	LOW	Known NNIP occurrence and road not needed for administrative use
M109A	2901 SPUR	LOW	LOW	Road not needed for administrative use
M109AA	2907 SPUR	HIGH	LOW	Known NNIP occurrence and road not needed for administrative use
M109B	CTY 433	LOW	LOW	Road not needed for administrative use
M109BB	2918 SPUR	HIGH	LOW	Known NNIP occurrence and road not needed for administrative use
M109D	CO RD 433 SPUR D	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
M109DD	2918 SPUR	HIGH	LOW	Risk of soil and watershed impacts, known NNIP occurrence and road not needed for administrative use
M109EE	2918 SPUR	HIGH	LOW	Known NNIP occurrence and road not needed for administrative use
M109F	2915 SPUR	HIGH	LOW	Known NNIP occurrence and road not needed for administrative use
M109FF	2918	LOW	LOW	Road not needed for administrative use
M109GG	LAWSON RD SPUR	LOW	LOW	Road not needed for administrative use
M109H	2918 SPUR	HIGH	LOW	Risk of soil impacts, known NNIP occurrence and road not needed for administrative use
M109I	2904 SPUR	LOW	LOW	Risk of wetland impacts and road not needed for administrative use
M109J	2904 SPUR	LOW	LOW	Risk of wetland impacts and road not needed for administrative use
M109JJ	2915 SPUR	HIGH	LOW	Risk of soil impacts, known NNIP occurrence and road not needed for administrative use
M109K	2916 SPUR	LOW	LOW	Road not needed for administrative use
M109L	2916 SPUR	LOW	LOW	Road not needed for administrative use
M109LL	2918	HIGH	LOW	Risk of watershed impacts, known NNIP occurrence and road not needed for administrative use
M109M	2916 PSUR	LOW	LOW	Road not needed for administrative use
M109N	2916 SPUR	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
M109P	CO RD 433 SPUR	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
M109PP	M-94 SPUR	LOW	LOW	Road not needed for administrative use
M109Q	2905	HIGH	LOW	Risk of soil impacts, known NNIP occurrence and road not needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
M109R	2905 SPUR	HIGH	LOW	Known NNIP occurrence and road not needed for administrative use
M109S	LAWSON RD SPUR	LOW	LOW	Road not needed for administrative use
M109T	LAWSON RD SPUR	LOW	LOW	Risk of soil impacts and segment not needed for administrative use
M109UA	M109A SPUR	LOW	LOW	Road not needed for administrative use
M109V	M-94 SPUR	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
M109W	2921 SPUR	LOW	LOW	Road not needed for administrative use
M109X	2921 SPUR	LOW	LOW	Road not needed for administrative use
M109Z	2906 SPUR	MEDIUM	LOW	Road not needed for administrative use
M10F	SPUR M10F	LOW	MEDIUM	Road not needed for administrative use
M10J	COLE CREEK SPUR U	MEDIUM	LOW	Risk of watershed impacts and road not needed for administrative use
M10K	2571 SPUR	LOW	MEDIUM	Road not needed for administrative use
M10N	2596B SPUR	LOW	LOW	Road not needed for administrative use
M10P	2571A SPUR	LOW	MEDIUM	Risk of wetland impacts and road not needed for administrative use
M12B	2279 SPUR M12B	LOW	LOW	Road not needed for administrative use
M12C	2484 SPUR M12C	LOW	LOW	Road not needed for administrative use
M12D	2279 SPUR M12D	MEDIUM	LOW	Risk of heritage and watershed impacts and road not needed for administrative use
M14B	2122 SPUR	LOW	LOW	Road not needed for administrative use
M14C	2279 SPUR M14C	LOW	LOW	Road not needed for administrative use
M14D	2122C SPUR M14D	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
M15B	2004 SPUR M15B	LOW	LOW	Road not needed for administrative use
M15D	SPUR M15D	LOW	LOW	Road not needed for administrative use
M15E	2276 SPUR	LOW	LOW	Road not needed for administrative use
M15G	2004 SPUR M15G	LOW	LOW	Road not needed for administrative use
M169A	2259 SPUR M169A	MEDIUM	MEDIUM	Road not needed for administrative use
M17A	2279 SPUR M17A	LOW	LOW	Risk of heritage impacts and road not needed for administrative use
M18A	2535A SPUR	LOW	LOW	Road not needed for administrative use
M20A	2485 SPUR	LOW	LOW	Road not needed for administrative use
M22A	2276 SPUR M22A	MEDIUM	LOW	Road not needed for administrative use
M26A	2591 SPUR	MEDIUM	LOW	Road not needed for administrative use
M26F	SPUR M26F	LOW	LOW	Road not needed for administrative use
M26G	2276 SPUR	MEDIUM	LOW	Road not needed for administrative use
M27G	SPUR M27G	LOW	LOW	Road not needed for administrative use
M27H	SPUR M27H	LOW	LOW	Road not needed for administrative use
M28A	2565 SPUR	LOW	LOW	Road not needed for administrative use
M28B	SPUR M28B	HIGH	MEDIUM	Known NNIP occurrence and road not needed for administrative use
M28C	2274 SPUR	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
M29A	SPUR M29A	LOW	LOW	Road not needed for administrative use
M29AA	2274 SPUR M29AA	LOW	LOW	Road not needed for administrative use
M37B	2498 SPUR M37B	LOW	LOW	Road not needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
M38A	SPUR M38A	HIGH	LOW	Risk of heritage, soil and watershed impacts, known NNIP occurrence and road not needed for administrative use
M38C	SPUR M38C	MEDIUM	LOW	Risk of watershed impacts and road not needed for administrative use
M39B	SPUR M39B	HIGH	LOW	Known NNIP occurrence and road not needed for administrative use
M39G	SPUR M39G	MEDIUM	LOW	Road not needed for administrative use
M39H	SPUR M39H	LOW	MEDIUM	Road not needed for administrative use
M39J	SPUR M39J	HIGH	MEDIUM	Known NNIP occurrence and road not needed for administrative use
M39K	SPUR M39K	MEDIUM	LOW	Road not needed for administrative use
M39M	SPUR M39M	HIGH	MEDIUM	Known NNIP occurrence and road not needed for administrative use
M41A	2466 SPUR M41A	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
M44A	SPUR M44A	HIGH	LOW	Old growth, risk of soil impacts and road not needed for administrative use
M46A	2252 SPUR M46A	MEDIUM	LOW	Risk of watershed impacts and road not needed for administrative use
M47A	SPUR M47A	MEDIUM	MEDIUM	Road not needed for administrative use
M47F	2530 SPUR M47F	MEDIUM	LOW	Road not needed for administrative use
M50A	SPUR M50A	MEDIUM	MEDIUM	Road not needed for administrative use
M51B	SPUR M51B	HIGH	MEDIUM	Known NNIP occurrence and road not needed for administrative use
M52C	SPUR M52C	LOW	LOW	Road not needed for administrative use
M52D	SPUR M52D	LOW	LOW	Road not needed for administrative use
M52G	SPUR M52G	LOW	LOW	Road not needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
M53B	SPUR M53B	LOW	LOW	Road not needed for administrative use
M53C	SPUR M53B	LOW	LOW	Road not needed for administrative use
M55B	SPUR M55B	MEDIUM	MEDIUM	Road not needed for administrative use
M60B	509 SPUR M60B	LOW	MEDIUM	Road not needed for administrative use
M62A	M62A	LOW	MEDIUM	Road not needed for administrative use
M63C	SPUR M63C	LOW	MEDIUM	Road not needed for administrative use
M64A	2368B SPUR M64A	LOW	LOW	Road not needed for administrative use
M67C	SPUR M67C	LOW	MEDIUM	Road not needed for administrative use
M67D	SPUR M67D	LOW	MEDIUM	Road not needed for administrative use
M67E	SPUR M67E	MEDIUM	MEDIUM	Risk of soil impacts and road not needed for administrative use
M69L	SPUR M69L	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
M69M	SPUR M69M	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
M70A	2253 SPUR M69B	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
M73A	2253 SPUR M73A	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
M73B	SPUR M73B	HIGH	MEDIUM	Risk of soil and watershed impacts and road not needed for administrative use
M73C	SPUR M73C	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
M73D	8109 SPUR M73D	LOW	LOW	Road not needed for administrative use
M73F	SPUR M73F	LOW	LOW	Road not needed for administrative use
M73G	2468 SPUR M73G	MEDIUM	LOW	Road not needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
M73I	2253 SPUR M73I	LOW	LOW	Road not needed for administrative use
M74A	2246 SPUR M74A	MEDIUM	LOW	Road not needed for administrative use
M75A	2246 SPUR M75A	LOW	LOW	Road not needed for administrative use
M76D	2246 SPUR M76D	MEDIUM	LOW	Known NNIP occurrence and road not needed for administrative use
M77A	2253 SPUR 0.2	LOW	LOW	Road not needed for administrative use
M78A	SPUR M78A	LOW	LOW	Road not needed for administrative use
M78B	SPUR M78B	HIGH	LOW	Old growth, risk of soil and watershed impacts and road not needed for administrative use
M78C	SPUR M78C	LOW	LOW	Road not needed for administrative use
M80A	2302 SPUR	HIGH	LOW	Known NNIP occurrence and road not needed for administrative use
M81A	FH13 SPUR M81A	HIGH	MEDIUM	Risk of soil impacts, known NNIP occurrence and road not needed for administrative use
M81B	2253 SPUR M81B	LOW	LOW	Road not needed for administrative use
M82A	2254 SPUR	HIGH	LOW	Known NNIP occurrence and road not needed for administrative use
M84A	M84A	HIGH	LOW	WSR corridor, risk of soil and watershed impacts and road not needed for administrative use
M84C	SPUR M84C	LOW	LOW	Road not needed for administrative use
M84D	SPUR M84D	LOW	LOW	Road not needed for administrative use
M84E	SPUR M84E	HIGH	LOW	Old growth, WSR corridor, risk of heritage, watershed impacts and road not needed for administrative use
M84F	SPUR M84F	LOW	LOW	WSR corridor, risk of wetland impacts and road not needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
M84G	SPUR M84G	LOW	LOW	WSR corridor, risk of wetland impacts and road not needed for administrative use
M84H	SPUR M84H	LOW	LOW	WSR corridor, risk of wetland impacts and road not needed for administrative use
M86A	2269 SPUR	LOW	MEDIUM	Road not needed for administrative use
M86B	SPUR M86B	MEDIUM	MEDIUM	Road not needed for administrative use
M86C	SPUR M86C	LOW	LOW	Road not needed for administrative use
M86D	M86D	MEDIUM	MEDIUM	Road not needed for administrative use
M86F	SPUR M86F	LOW	MEDIUM	Road not needed for administrative use
M92A	2288 SPUR M92A	LOW	LOW	Road not needed for administrative use
M92B	2288 SPUR M92B	LOW	LOW	Road not needed for administrative use
M93A	M93A	LOW	LOW	Road not needed for administrative use
M93B	2234 SPUR M93B	MEDIUM	LOW	Road not needed for administrative use
M94D	2234 SPUR	LOW	LOW	Road not needed for administrative use
M95A	2295 SPUR M95A	LOW	MEDIUM	Road not needed for administrative use
M95D	SPUR M95D	LOW	LOW	Road not needed for administrative use
M95E	SPUR M95E	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
M95F	SPUR R95F	MEDIUM	LOW	Road not needed for administrative use
M95G	SPUR R95G	MEDIUM	LOW	Road not needed for administrative use
M96A	SPUR M96A	LOW	LOW	Road not needed for administrative use
M98A	SPUR M98A	LOW	LOW	Road not needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
M99A	2259 SPUR M99A	MEDIUM	MEDIUM	Road not needed for administrative use
R02A	2235 SPUR R02A	MEDIUM	LOW	Road not needed for administrative use
R02B	2231 SPUR R02B	LOW	LOW	Road not needed for administrative use
R02C	2235 SPUR R02C	LOW	LOW	Road not needed for administrative use
R02D	2231 SPUR	HIGH	MEDIUM	Risk of wetland impacts, known NNIP occurrence and road not needed for administrative use
R03E	2231 SPUR R03E	LOW	MEDIUM	Road not needed for administrative use
R100C	2870 SPUR C	LOW	LOW	Road not needed for administrative use
R100E	2428 SPUR	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
R100H	2428 SPUR	LOW	LOW	Road not needed for administrative use
R102A	2234E SPUR	MEDIUM	MEDIUM	Road not needed for administrative use
R102B	2234 SPUR R102B	HIGH	MEDIUM	Known NNIP occurrence and road not needed for administrative use
R102C	2234A SPUR R102C	MEDIUM	MEDIUM	Road not needed for administrative use
R102E	2234 SPUR 102E	MEDIUM	LOW	Road not needed for administrative use
R102G	2234EA SPUR	LOW	LOW	Road not needed for administrative use
R102H	2234F SPUR R102H	HIGH	MEDIUM	Known NNIP occurrence and road not needed for administrative use
R103B	2234 SPUR R103B	MEDIUM	MEDIUM	Risk of soil impacts and road not needed for administrative use
R103E	8076 SPUR R103E	LOW	LOW	Road not needed for administrative use
R104E	2426C SPUR R104E	LOW	MEDIUM	Road not needed for administrative use
R105F	2426 SPUR R105F	MEDIUM	MEDIUM	Road not needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
R105G	2426 SPUR R105G	MEDIUM	LOW	Road not needed for administrative use
R105I	2426 SPUR R105I	MEDIUM	LOW	Road not needed for administrative use
R105J	2426 SPUR R105J	MEDIUM	LOW	Road not needed for administrative use
R105K	2426 SPUR R105K	MEDIUM	LOW	Road not needed for administrative use
R106A	2223 SPUR R106A	LOW	MEDIUM	Road not needed for administrative use
R106B	8234 SPUR R106B	LOW	MEDIUM	Road not needed for administrative use
R106C	2233 SPUR R106C	HIGH	LOW	Risk of soil and watershed impacts, known NNIP occurrence and road not needed for administrative use
R106D	2233 SPUR R106D	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
R106V	2233 SPUR R160V	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
R106W	2233 SPUR R160W	LOW	LOW	Road not needed for administrative use
R107C	2035A SPUR R107C	MEDIUM	LOW	Road not needed for administrative use
R107D	2035A SPUR R107D	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
R110XX	8023	MEDIUM	LOW	Road not needed for administrative use
R110Y	SPUR R110Y	HIGH	LOW	Risk of watershed impacts, known NNIP occurrence and road not needed for administrative use
R112A	2353B SPUR	LOW	LOW	Road not needed for administrative use
R113A	2223 SPUR R113A	HIGH	MEDIUM	WSR corridor, risk of soil impacts, known NNIP occurrence and road not needed for administrative use
R114A	2044 SPUR I114A	LOW	LOW	Road not needed for administrative use
R114B	2239 SPUR R114B	LOW	LOW	Road not needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
R114D	2223 SPUR R114D	LOW	LOW	Road not needed for administrative use
R114E	2223 SPUR R114E	LOW	LOW	Road not needed for administrative use
R114I	2427 SPUR R114I	LOW	MEDIUM	Road not needed for administrative use
R114J	2427 SPUR R114J	LOW	LOW	Road not needed for administrative use
R114K	2044 SPUR R114K	LOW	LOW	Road not needed for administrative use
R114L	2044 SPUR R114L	LOW	LOW	Road not needed for administrative use
R114Q	2427 SPUR R114Q	LOW	LOW	Road not needed for administrative use
R115B	2426 SPUR R115B	MEDIUM	LOW	Road not needed for administrative use
R115C	2426 SPUR R115C	MEDIUM	LOW	Road not needed for administrative use
R115D	2235Q SPUR R115D	LOW	LOW	Road not needed for administrative use
R115E	2223 SPUR R115E	LOW	LOW	Road not needed for administrative use
R115F	SPUR R115F	LOW	LOW	Road not needed for administrative use
R115M	2426A SPUR R115M	LOW	LOW	Road not needed for administrative use
R116C	2042 SPUR R116C	LOW	MEDIUM	Road not needed for administrative use
R116D	2041 SPUR R116D	LOW	LOW	Road not needed for administrative use
R116E	2427 SPUR R116E	HIGH	LOW	Risk of soil and watershed impacts and road not needed for administrative use
R116G	SPUR R116G	LOW	LOW	Road not needed for administrative use
R116H	SPUR R116H	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
R116I	SPUR R116I	LOW	LOW	Road not needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
R116J	SPUR R116J	LOW	LOW	Road not needed for administrative use
R116K	2041 SPUR R116K	LOW	LOW	Road not needed for administrative use
R116L	2427 SPUR R116L	MEDIUM	MEDIUM	Risk of heritage and watershed impacts and road not needed for administrative use
R116M	SPUR R116M	MEDIUM	LOW	Road not needed for administrative use
R116Q	2042 SPUR R116Q	LOW	MEDIUM	Road not needed for administrative use
R117A	8225 SPUR R117A	LOW	LOW	Road not needed for administrative use
R117E	2234 SPUR R117E	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
R117F	SPUR R117F	LOW	LOW	Road not needed for administrative use
R117H	8227 SPUR R117H	LOW	MEDIUM	Road not needed for administrative use
R117I	8245 SPUR R117I	LOW	LOW	Road not needed for administrative use
R117L	2040 SPUR R117L	LOW	LOW	Road not needed for administrative use
R117N	2040 SPUR R117N	LOW	LOW	Road not needed for administrative use
R118A	2428 SPUR R118A	LOW	MEDIUM	Road not needed for administrative use
R118C	CO RD I-31 SPUR 118C	LOW	LOW	Road not needed for administrative use
R118D	8262 SPUR R118D	MEDIUM	MEDIUM	Road not needed for administrative use
R118Z	2234 SPUR R118Z	LOW	MEDIUM	Road not needed for administrative use
R119C	2428B SPUR	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
R119E	2428 SPUR OFF 2428	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
R119F	2428 SPUR F	LOW	LOW	Road not needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
R119M	2428G SPUR M	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
R122A	2339 SPUR R122A	LOW	LOW	Road not needed for administrative use
R122B	2339 SPUR R122B	LOW	LOW	Road not needed for administrative use
R126L	2036 SPUR R126L	LOW	LOW	Road not needed for administrative use
R127A	2236 SPUR F OFF R127A	LOW	LOW	Road not needed for administrative use
R127B	SPUR R127B	LOW	LOW	Road not needed for administrative use
R127C	2236 SPUR R127C	LOW	LOW	Road not needed for administrative use
R127D	2031 SPUR D	LOW	LOW	Road not needed for administrative use
R127K	2032 SPUR K	LOW	LOW	Road not needed for administrative use
R127L	2236 SPUR L	LOW	LOW	Road not needed for administrative use
R129A	2445 SPUR R129A	HIGH	LOW	Risk of soil impacts, known NNIP occurrence and road not needed for administrative use
R129B	2236 SPUR R129B	HIGH	LOW	WSR corridor, risk of soil and watershed impacts, known NNIP occurrence and road not needed for administrative use
R130A	2234 SPUR R130A	LOW	LOW	Road not needed for administrative use
R130B	2234 SPUR R130B	LOW	LOW	Road not needed for administrative use
R130C	2234 SPUR R130C	MEDIUM	LOW	Road not needed for administrative use
R131C	2234 SPUR R131C	LOW	MEDIUM	Road not needed for administrative use
R131D	2234 SPUR R131D	MEDIUM	MEDIUM	Road not needed for administrative use
R131G	2427 SPUR R131G	LOW	LOW	Road not needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
R131H	2427B SPUR R131H	LOW	LOW	Road not needed for administrative use
R131J	8229 SPUR R131J	LOW	LOW	Risk of wildlife impacts and road not needed for administrative use
R131K	8228 SPUR R131K	LOW	LOW	Road not needed for administrative use
R131N	2427 SPUR R131N	LOW	LOW	Road not needed for administrative use
R132A	2427A SPUR R132A	LOW	LOW	Road not needed for administrative use
R132B	SPUR R132B	LOW	LOW	Road not needed for administrative use
R132C	2427A SPUR R132C	LOW	LOW	Road not needed for administrative use
R132D	2427A SPUR R132D	LOW	LOW	Road not needed for administrative use
R132E	2427AB SPUR R132E	LOW	LOW	Road not needed for administrative use
R132F	2427AB SPUR R132F	LOW	LOW	Road not needed for administrative use
R132H	2427AA SPUR R132H	LOW	LOW	Road not needed for administrative use
R132I	2427AA SPUR R132I	LOW	LOW	Road not needed for administrative use
R133B	2235 SPUR	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
R133D	8242 SPUR R133D	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
R133E	2235 SPUR R133E	MEDIUM	LOW	Road not needed for administrative use
R133F	8243 SPUR R133F	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
R133H	2379 SPUR R133H	MEDIUM	MEDIUM	Road not needed for administrative use
R133K	SPUR R133K	LOW	LOW	Road not needed for administrative use
R133L	8243 SPUR R133L	LOW	LOW	Road not needed for administrative use
R134A	2235LE SPUR R134A	LOW	LOW	Road not needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
R134B	2235I SPUR R134B	LOW	LOW	Road not needed for administrative use
R136D	2609 SPUR	HIGH	LOW	Known NNIP occurrence and road not needed for administrative use
R136E	2024 SPUR E	LOW	LOW	Road not needed for administrative use
R137C	8059 SPUR R137C	MEDIUM	LOW	Road not needed for administrative use
R137F	8059 SPUR R137F	LOW	LOW	Road not needed for administrative use
R137G	8059 SPUR R137G	MEDIUM	LOW	Road not needed for administrative use
R139B	8059 SPUR R139B	MEDIUM	MEDIUM	Road not needed for administrative use
R13A	2233C SPUR R13A	LOW	LOW	Road not needed for administrative use
R13B	2231 SPUR R13B	HIGH	MEDIUM	Risk of soil impacts, known NNIP occurrence and road not needed for administrative use
R13E	2231 SPUR R13E	MEDIUM	MEDIUM	Road not needed for administrative use
R13G	2233B SPUR R13G	LOW	LOW	Road not needed for administrative use
R13H	SPUR R13H	HIGH	LOW	Known NNIP occurrence and road not needed for administrative use
R13J	2231 SPUR R13J	HIGH	MEDIUM	Risk of soil impacts, known NNIP occurrence and road not needed for administrative use
R141C	2235U SPUR R141C	LOW	LOW	Road not needed for administrative use
R141D	SPUR R141D	LOW	LOW	Road not needed for administrative use
R141E	SPUR R141E	LOW	LOW	Road not needed for administrative use
R141F	SPUR R141F	LOW	LOW	Road not needed for administrative use
R141G	SPUR R141G	LOW	MEDIUM	Road not needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
R143D	SPUR R143D	HIGH	LOW	WSR corridor, risk of soil impacts, known NNIP occurrence and road not needed for administrative use
R143E	2444 SPUR R143E	LOW	LOW	Road not needed for administrative use
R144B	2281 SPUR R144B	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
R148A	2235 SPUR R148A	MEDIUM	MEDIUM	Road not needed for administrative use
R148B	SPUR R148B	MEDIUM	LOW	Road not needed for administrative use
R148C	SPUR R148C	LOW	LOW	Road not needed for administrative use
R14B	CO RD K-14 SPUR R14B	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
R150A	SPUR R150A	MEDIUM	MEDIUM	Risk of soil impacts and road not needed for administrative use
R160A	SPUR R160A	LOW	LOW	Road not needed for administrative use
R160C	SPUR C OFF 2281	LOW	LOW	Road not needed for administrative use
R160D	2281 SPUR R160D	LOW	LOW	Road not needed for administrative use
R160G	SPUR R160G	LOW	LOW	Risk of wetland impacts and road not needed for administrative use
R160H	SPUR R160H	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
R160Y	SPUR R160Y	LOW	LOW	Road not needed for administrative use
R160Z	SPUR R160Z	LOW	LOW	Road not needed for administrative use
R162A	8066 SPUR R162A	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
R165A	2234 SPUR R165A	HIGH	LOW	Known NNIP occurrence and road not needed for administrative use
R166A	8236 SPUR R166A	LOW	LOW	Road not needed for administrative use
R168B	2317 SPUR R168B	LOW	LOW	Road not needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
R20B	CO RD K-10 SPUR	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
R22A	CO RD K-10 R22A	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
R23A	2233 SPUR R23A	MEDIUM	MEDIUM	Risk of soil impacts and road not needed for administrative use
R23D	2229 SPUR R23D	LOW	LOW	Road not needed for administrative use
R24C	2167 SPUR R24C	LOW	MEDIUM	Road not needed for administrative use
R24D	SPUR R24D	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
R24F	2167 SPUR R24F	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
R24G	2167 SPUR R24G	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
R24H	8256 SPUR R24H	MEDIUM	MEDIUM	Risk of soil and watershed impacts and road not needed for administrative use
R25A	CO RD K-8	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
R25B	CO RD K-8 SPUR	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
R25C	R25C	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
R25G	SPUR R25G	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
R32A	SPUR R32A	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
R32B	8210 SPUR R32B	MEDIUM	MEDIUM	Risk of soil impacts and road not needed for administrative use
R32E	2805 SPUR R32E	MEDIUM	MEDIUM	Risk of soil impacts and road not needed for administrative use
R32H	2805 SPUR R32H	MEDIUM	MEDIUM	Risk of soil impacts and road not needed for administrative use
R33B	2045 SPUR R33B	LOW	MEDIUM	Road not needed for administrative use
R33D	2168 SPUR R33D	LOW	LOW	Road not needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
R33F	SPUR R33F	LOW	LOW	Road not needed for administrative use
R33I	2170 SPUR R33I	LOW	MEDIUM	Road not needed for administrative use
R34A	CO RD K-39 SPUR R34A	HIGH	MEDIUM	Risk of soil and watershed impacts and road not needed for administrative use
R34B	8068 SPUR R34B	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
R34D	CO RD K-45 SPUR	MEDIUM	MEDIUM	Risk of soil impacts and road not needed for administrative use
R34F	2205 SPUR	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
R35F	2186 SPUR R35F	LOW	LOW	Road not needed for administrative use
R36C	2806 SPUR R36C	MEDIUM	LOW	Road not needed for administrative use
R36D	2806 SPUR R36D	LOW	LOW	Road not needed for administrative use
R36F	2811 SPUR R36F	LOW	LOW	Road not needed for administrative use
R36G	2811 SPUR R36G	LOW	LOW	Road not needed for administrative use
R36H	2187 SPUR R35H	LOW	LOW	Road not needed for administrative use
R36K	2807 SPUR R36K	LOW	MEDIUM	Road not needed for administrative use
R36L	2811 SPUR R36L	LOW	MEDIUM	Road not needed for administrative use
R36M	2187A SPUR R36M	LOW	MEDIUM	Road not needed for administrative use
R39B	CO RD 422 SPUR	LOW	LOW	Road not needed for administrative use
R43A	2141 SPUR A	LOW	LOW	Road not needed for administrative use
R43B	2141 SPUR B	LOW	LOW	Road not needed for administrative use
R43C	2141 SPUR C	MEDIUM	MEDIUM	Risk of soil impacts and road not needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
R43EA	SPUR R43EA	HIGH	LOW	Risk of heritage and soil impacts, known NNIP occurrence and road not needed for administrative use
R43F	8000 SPUR R43F	MEDIUM	MEDIUM	Risk of soil impacts and road not needed for administrative use
R44A	CTY 497 SPUR R44A	HIGH	LOW	WSR corridor, risk of soil and watershed impacts and road not needed for administrative use
R44B	CTY 497 SPUR R44B	HIGH	LOW	WSR corridor, risk of heritage, soil and watershed impacts and road not needed for administrative use
R47A	US-2 SPUR R47A	LOW	MEDIUM	Road not needed for administrative use
R48A	2141 SPUR A	LOW	LOW	Road not needed for administrative use
R48B	2141 SPUR B			Road not needed for administrative use
R49B	2063AA SPUR R49B			Road not needed for administrative use
R52A	8067 SPUR R52A	MEDIUM	MEDIUM	Risk of soil impacts and road not needed for administrative use
R55A	R55A SPUR	LOW	LOW	Road not needed for administrative use
R55E	2374 SPUR R55E	MEDIUM	MEDIUM	Risk of soil impacts and road not needed for administrative use
R55H	8216 SPUR R55H	LOW	MEDIUM	Road not needed for administrative use
R56A	2186 SPUR R56A	LOW	MEDIUM	Road not needed for administrative use
R56I	8216 SPUR R56I	LOW	MEDIUM	Road not needed for administrative use
R58A	CO RD 1-21 SPUR R58A	LOW	LOW	Road not needed for administrative use
R59AB	SPUR R59AB	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
R59B	2815 SPUR R59B	LOW	LOW	Road not needed for administrative use
R59F	2815 SPUR R59F	LOW	MEDIUM	Road not needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
R59R	2815B SPUR R59R	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
R60B	2235 SPUR R60B	HIGH	LOW	Risk of soil impacts, known NNIP occurrence and road not needed for administrative use
R60W	2235 SPUR R60W	HIGH	LOW	Risk of soil impacts, known NNIP occurrence and road not needed for administrative use
R61B	2103 SPUR R61B	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
R61F	2235F SPUR R61F	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
R64A	2027B SPUR R64A	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
R66B	2233Q SPUR R66B	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
R66C	2231 SPUR	HIGH	LOW	Risk of soil impacts, known NNIP occurrence and road not needed for administrative use
R66D	2231 SPUR R66D	MEDIUM	LOW	Road not needed for administrative use
R67A	2235K SPUR R67A	HIGH	LOW	Risk of soil impacts, known NNIP occurrence and road not needed for administrative use
R67C	2235 SPUR R67C	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
R67D	2235G SPUR R67D	MEDIUM	LOW	Road not needed for administrative use
R67E	2235 SPUR R67E	MEDIUM	LOW	Road not needed for administrative use
R68B	2814C SPUR R68B	LOW	LOW	Road not needed for administrative use
R68D	2814B SPUR R68D	MEDIUM	LOW	Road not needed for administrative use
R68E	2814C SPUR R68E	LOW	LOW	Road not needed for administrative use
R68K	2814B SPUR R68K	LOW	LOW	Road not needed for administrative use
R77A	2234 SPUR R77A	HIGH	LOW	Known NNIP occurrence and road not needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
R77F	2237 SPUR R77F	LOW	LOW	Road not needed for administrative use
R78A	SPUR R78A	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
R79A	2235 SPUR R79A	MEDIUM	LOW	Road not needed for administrative use
R79B	8083 SPUR R79B	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
R79C	8083 SPUR R79C	HIGH	LOW	Risk of soil impacts, known NNIP occurrence and road not needed for administrative use
R80A	2235 SPUR R80A	HIGH	MEDIUM	Risk of soil impacts, known NNIP occurrence and road not needed for administrative use
R80H	2233C SPUR R80H	LOW	MEDIUM	Road not needed for administrative use
R81B	2233N SPUR R81B	LOW	MEDIUM	Road not needed for administrative use
R82B	2228 SPUR R82B	LOW	LOW	Road not needed for administrative use
R82C	2231CB SPUR R82C	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
R82E	2231C SPUR R82E	LOW	LOW	Road not needed for administrative use
R82F	2233G SPUR R82F	LOW	MEDIUM	Road not needed for administrative use
R82I	2228 SPUR R82I	HIGH	LOW	Risk of soil and watershed impacts and road not needed for administrative use
R83C	2228 SPUR R83C	LOW	LOW	Road not needed for administrative use
R85B	2229 SPUR R85B	LOW	MEDIUM	Road not needed for administrative use
R87Z	2223 SPUR R87Z	LOW	LOW	Risk of wetland impacts and road not needed for administrative use
R88B	2354 SPUR R88B	LOW	LOW	Road not needed for administrative use
R88E	2354 SPUR R88E	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
R88G	2354 SPUR R88G	LOW	LOW	Road not needed for administrative use
R88H	2354A SPUR R88H	HIGH	LOW	Risk of soil impacts and road not needed for administrative use
R90A	2803 SPUR R90A	HIGH	LOW	Risk of soil impacts, known NNIP occurrence and road not needed for administrative use
R90B	2803 SPUR R90B	HIGH	LOW	Risk of soil impacts, known NNIP occurrence and road not needed for administrative use
R90C	2803A SPUR R90C	HIGH	MEDIUM	Risk of soil impacts, known NNIP occurrence and road not needed for administrative use
R90E	2803 SPUR H	HIGH	LOW	Known NNIP occurrence and road not needed for administrative use
R92C	8018 SPUR R92C	MEDIUM	MEDIUM	Risk of soil and watershed impacts and road not needed for administrative use
R92D	2322 SPUR R92D	HIGH	MEDIUM	Known NNIP occurrence and road not needed for administrative use
R93C	2010 SPUR R93C	HIGH	LOW	Risk of soil and watershed impacts, known NNIP occurrence and road not needed for administrative use
R96A	2049 SPUR R96A	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
R96C	2049 SPUR R96C	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
R99D	US-2 SPUR R99D	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use

West Zone roads recommended to decommission and put under special use permit (SUP)

ID	NAME	Risk Category	Benefit Category	Comments
2028	JERK RD	HIGH	MEDIUM	Road not needed for administrative use
2058A	HOUGH SPUR A	LOW	MEDIUM	WSR corridor and road not needed for administrative use
2092	STRAITS	LOW	LOW	Road not needed for administrative use
2092A	STRAITS SPUR A	LOW	MEDIUM	Road not needed for administrative use
2109B	CONNECTION SPUR B	LOW	MEDIUM	Road not needed for administrative use
2131A	MURPHY ROAD SPUR A			Road not needed for administrative use
2136	77 RIGHT-OF-WAY	HIGH	LOW	Risk of soil and watershed impacts and old growth
2189A	PLAINS SPUR A	MEDIUM	HIGH	Road not needed for administrative use
2192	RENO	LOW	MEDIUM	Segment not needed for administrative use
2193	BALDY LAKE	HIGH	HIGH	Risk of soil and heritage impacts, known NNIP occurrence and segment not needed for administrative use
2193EA	BALDY LAKE SPUR EA			Road not needed for administrative use
2213A	BASS LAKE-NORTHWOODS SPUR A	LOW	LOW	Road not needed for administrative use
2218EB	GOOSENECK LAKE SPUR EB			Road not needed for administrative use
2223B	CHICAGO LAKE SPUR B			Road not needed for administrative use
2230	UPPER EIGHTEEN MILE	LOW	MEDIUM	Segment not needed for administrative use
2230A	UPPER18 MILE SOUTH SPUR A	LOW	MEDIUM	Road not needed for administrative use
2231A	MORMON CREEK SPUR A	HIGH	MEDIUM	Risk of soil impacts, known NNIP occurrence, and road not needed for administrative use
2233LB	LITTLE BLACK RIVER SPUR LB			Road not needed for administrative use
2233T	LITTLE BLACK RIVER SPUR T	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
2234D	RR TRUCK TRAIL SPUR D	LOW	LOW	Road not needed for administrative use
2234V	RR TRUCK TRAIL SPUR V	LOW	MEDIUM	Road not needed for administrative use
2235GG	ENSIGN SPUR GG			Road not needed for administrative use
2235LC	ENSIGN SPUR LC	MEDIUM	MEDIUM	Risk of soil impacts and road not needed for administrative use
2235X	ENSIGN SPUR X			Road not needed for administrative use
2236E	BUCKEYE SPUR E			Road not needed for administrative use
2251B	HANLEY SPUR B			Road not needed for administrative use
2257L	LITTLE INDIAN SPUR L			Road not needed for administrative use
2259L	ROUND LAKE-STEUBEN SPUR L	HIGH	MEDIUM	Risk of soil impacts, known NNIP occurrence and not needed for administrative use
2260	STRAITS LAKE	LOW	MEDIUM	Segment in middle not needed for administrative use
2267A	SIXTEEN MILE LAKE ROAD SPUR A			Road not needed for administrative use
2268GB	DOE LAKE SPUR GB	LOW	MEDIUM	Road not needed for administrative use
2269A	BAY DE NOC SPUR A			Road not needed for administrative use
2269E	BAY DE NOC SPUR E			Road not needed for administrative use
2274F	RIDGE SPUR F			Road not needed for administrative use
2279A	ROCK RIVER SPUR A	MEDIUM	MEDIUM	Risk of watershed impacts and road not needed for administrative use
2291B	RIELLY LAKE SPUR B	LOW	LOW	Road not needed for administrative use
2296C	SAUL LAKE SPUR C			Road not needed for administrative use
2296D	SAUL LAKE SPUR D			Road not needed for administrative use
2310A	CLEM SPUR A			Road not needed for administrative use
2329D	BAR LAKE SPUR E			Segment not needed for administrative use
2377A	DUMP ROAD SPUR A			Road not needed for administrative use
2428BA	CHIPPENY CREEK SPUR BA	LOW	LOW	Road not needed for administrative use
2428E	CHIPPENY CREEK SPUR E	MEDIUM	MEDIUM	Risk of soil impacts and road not needed for administrative use
2428H	CHIPPENY CREEK SPUR H	MEDIUM	MEDIUM	Risk of wetland impacts and road not needed for administrative use
2430	DAHL			Road not needed for administrative use
2434A	THREE ISLAND LAKE SPUR A	LOW	LOW	Segment not needed for administrative use
2434G	THREE ISLAND LAKE SPUR G	HIGH	MEDIUM	Risk of watershed impacts and road not needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
2436C	MOLLY LAKE SPUR C			Road not needed for administrative use
2438A	ARROWHEAD LAKE SPUR A			Road not needed for administrative use
2438E	ARROWHEAD LAKE SPUR E	LOW	MEDIUM	Road not needed for administrative use
2440C	LITTLE BLACK CREEK SPUR C			Risk of wetland impacts and segment not needed for administrative use
2468C	METSER SPUR C	LOW	MEDIUM	Road not needed for administrative use
2502A	COX POND SOUTH SPUR A			Road not needed for administrative use
2630	FIRE STATION			Road not needed for administrative use
2635	OAK	LOW	MEDIUM	Risk of wetland impacts WSR corridor and segments not needed for administrative use
2652	PALMQUIST	MEDIUM	MEDIUM	Old growth and road not needed for administrative use
2684C	STEVENS NORTH SPUR C			Road not needed for administrative use
2722	BOW			Segment not needed for administrative use
2723A	OLD 94 SPUR A			Road not needed for administrative use
2723C	OLD 94 SPUR C			Road not needed for administrative use
2738	LITTLE LAKE	MEDIUM	MEDIUM	Risk of soil impacts, old growth and segment not needed for administrative use
2745	CURTAIN			Road not needed for administrative use
2761	DOGGIE			Road not needed for administrative use
2804	AXELS			Road not needed for administrative use
2804A	AXELS SPUR A			Road not needed for administrative use
2808	SOUTH COCHRAN			Road not needed for administrative use
2813	BERNS			Road not needed for administrative use
2847	MATT			Road not needed for administrative use
2852	SHOELACE	LOW	MEDIUM	Segment not needed for administrative use
2870G	BAKER CREEK SPUR G			Road not needed for administrative use
2878	IN SPUR	HIGH	HIGH	WSR corridor, known NNIP occurrence and road not needed for administrative use
2891B	MIDDLE BRANCH STUTTS CK SPUR B			Road not needed for administrative use
2902	DUKES B	LOW	LOW	Road not needed for administrative use
8007	BEAGLE			Road not needed for administrative use
8013	PINE CONE	LOW	MEDIUM	Road not needed for administrative use
8019A	INDIANTOWN LAKE EAST SPUR A			Road not needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
8038	BERGLAND ROAD	LOW	LOW	Road not needed for administrative use
8040A	PORTERS SPUR A	MEDIUM	LOW	WSR corridor, risk of soil impacts and road not needed for administrative use
8045	BADER			Road not needed for administrative use
8062C	DUNELAND DRIVE SPUR C	LOW	MEDIUM	Road not needed for administrative use
8065	STAND 30 ROAD	LOW	LOW	Road not needed for administrative use
8068	SANDPIT DRIVE	HIGH	MEDIUM	Risk of soil impacts, known NNIP occurrence and road not needed for administrative use
8073B	IRON GATE ROAD SPUR B	HIGH	LOW	Risk of soil and watershed impacts and road not needed for administrative use
8086	PINE ROAD	LOW	MEDIUM	Segments not needed for administrative use
8107	NONO	HIGH	LOW	Risk of watershed and heritage impacts, old growth, and WSR corridor, known NNIP occurrence and not needed for administrative use
8210	WIGGLEY			Road not needed for administrative use
A110H	2676B SPUR A110H	LOW	MEDIUM	Road not needed for administrative use
A117B	2412 SPUR A1170	MEDIUM	MEDIUM	WSR corridor, risk of soil impacts and road not needed for administrative use
A123B	2884 SPUR A123B			Road not needed for administrative use
A123D	2884 SPUR A123D	MEDIUM	LOW	Risk of soil impacts and road not needed for administrative use
A25I	2434 SPUR A25I	LOW	MEDIUM	Powerline corridor, steep grades and road not needed for administrative use
A26A	A26A	LOW	MEDIUM	Road not needed for administrative use
A49E	2217 SPUR A49E	LOW	MEDIUM	Road not needed for administrative use
A52A	2722 SPUR A	LOW	LOW	Road not needed for administrative use
A52E	2224 SPUR A52E	MEDIUM	LOW	Road not needed for administrative use
A52F	SPUR A52F	LOW	LOW	Road not needed for administrative use
A52G	2760 SPUR A52G	MEDIUM	LOW	Road not needed for administrative use
A52K	2617 SPUR A52K	MEDIUM	MEDIUM	Segment not needed for administrative use
A71B	2224 SPUR	LOW	MEDIUM	Road not needed for administrative use
A98A	2879 SPUR A98A	MEDIUM	LOW	Road not needed for administrative use
A98B	2879 SPUR A98B			Road not needed for administrative use
C145B	2338	LOW	LOW	Segment not needed for administrative use
GI01	SPUR GI01	HIGH	LOW	Risk of soil impacts, known NNIP occurrence and road not needed for administrative use
GI01A	GRAND ISLAND SPUR GI01A	HIGH	LOW	Known NNIP occurrence and road not needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
GI04	SPUR GI04	HIGH	LOW	Risk of heritage impacts, known NNIP occurrence and not needed for administrative use
M101G	SPUR M101G			Road not needed for administrative use
M10L	2576A SPUR			Road not needed for administrative use
M40A	SPUR M40A	HIGH	MEDIUM	Road not needed for administrative use
M52F	SPUR M52F	LOW	LOW	Road not needed for administrative use
R116R	SPUR R116R			Road not needed for administrative use
R118E	8041A SPUR R118E	LOW	LOW	Road not needed for administrative use
R140A	SPUR R140A			Road not needed for administrative use
R140B	SPUR R140B	LOW	MEDIUM	Road not needed for administrative use
R144A	2429 SPUR R144A	LOW	MEDIUM	Segment not needed for administrative use
R32C	2805 SPUR R32C	MEDIUM	MEDIUM	Risk of soil impacts and road not needed for administrative use
R32D	2805 SPUR R32D			Road not needed for administrative use
R32G	2805 SPUR R32G	MEDIUM	MEDIUM	Road not needed for administrative use
R33C	2045 SPUR R33C	LOW	MEDIUM	Road not needed for administrative use
R33E	8256 SPUR R33E			Road not needed for administrative use
R68F	2814C SPUR R68F	LOW	MEDIUM	Road not needed for administrative use
R68I	2815D SPUR R68I	MEDIUM	MEDIUM	Risk of soil impacts and road not needed for administrative use
R69A	2234 SPUR R69A	MEDIUM	LOW	Road not needed for administrative use
R78C	SPUR R78C	LOW	LOW	Road not needed for administrative use
R82A	2228 SPUR R82A			Road not needed for administrative use
R93B	2010A SPUR R93B			Road not needed for administrative use
R96F	2049 SPUR R96F			Road not needed for administrative use

West Zone roads with segments recommended to decommission.

ID	NAME	Risk Category	Benefit Category	Comments
2004A	SILVER FALLS SOUTH SPUR A	LOW	MEDIUM	Existing wetland and soil impacts and segment not needed for administrative use
2005	JOHNSON LAKE MARSH	MEDIUM	LOW	Risk of soil impacts
2017A	TWENTY FOUR GRADE SPUR A	LOW	LOW	Segment not needed for administrative use
2024	KENOBO LAKE NORTH	HIGH	MEDIUM	Risk of wetland impacts and known NNIP occurrence
2034	PINE GRADE	HIGH	MEDIUM	Known NNIP occurrence and segment not needed for administrative use
2036	BETULA	HIGH	MEDIUM	Risk of watershed impacts, known NNIP occurrence, and segment not needed for administrative use
2036C	BETULA SPUR C	LOW	LOW	Segment not needed for administrative use
2037A	OSIER SWAMP SPUR A	MEDIUM	LOW	Risk of soil impacts and segment not needed for administrative use
2038	BAKER EAST	LOW	LOW	Risk of stream impacts and segment not needed for administrative use
2039	WEST BAKER	HIGH	MEDIUM	Risk of soil impacts, known NNIP occurrence and segment not needed for administrative use
2042	HAYSPUR	LOW	MEDIUM	Short segment not needed for administrative use
2052	OLD CAMP	LOW	LOW	Segment not needed for administrative use
2066	LITTLE MUD LAKE	MEDIUM	LOW	Risk of soil impacts and known NNIP occurrence
2068A	HAYMEADOW CAMP GRD SPUR A	MEDIUM	MEDIUM	Known NNIP occurrence and segment not needed for administrative use
2073	NORTH BOURGOIS	LOW	MEDIUM	Segment not needed for administrative use
2076	PINE FLAT	LOW	LOW	Risk of soil impacts and segment not needed for administrative use
2079	MISSED GOOSE	MEDIUM	MEDIUM	Risk of soil impacts and segment not needed for administrative use
2084	BANANA SPUR	MEDIUM	LOW	Segment not needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
2087	LITTLE JACK PINE	LOW	LOW	Risk of stream impacts and segment not needed for administrative use
2095	REFRIGERATOR	LOW	LOW	Segment not needed for administrative use
2096	SWEETNESS	LOW	MEDIUM	Segment not needed for administrative use
2101	BIG STUMP ROAD	MEDIUM	LOW	Segment not needed for administrative use
2102C	BIG CAMP RD SPUR C	MEDIUM	LOW	Risk of soil impacts and segment not needed for administrative use
2103	W BRANCH OGONTZ RIVER	HIGH	LOW	Risk of soil and watershed impacts
2104E	NORTH BRANCH OGONTZ SPUR E	MEDIUM	LOW	Risk of soil impacts and old growth and segment not needed for administrative use
2106	RIVER BANK	HIGH	LOW	Risk of watershed (stream close to road), soils (road crosses poorly drained soils), in old growth and WSR corridor only access in this area
2118A	WILDLIFE OPEN ROAD SPUR A	LOW	LOW	Segment not needed for administrative use
2118AA	WILDLIFE OPEN ROAD SPUR AA	LOW	MEDIUM	Segment not needed for administrative use
2125	MAPLE SYRUP	LOW	LOW	Segment not needed for administrative use
2132	HUTT LAKE ROAD	LOW	MEDIUM	Segment not needed for administrative use
2132CB	HUTT LAKE ROAD SPUR CB	LOW	LOW	Segment not needed for administrative use
2141C	INDIAN POINT NORTH SPUR C			Segment not needed for administrative use
2143	INTERBREAK	MEDIUM	LOW	Risk of wildlife and heritage impacts and not needed for administrative use
2148B	CHERRY PLAINS SPUR B	HIGH	MEDIUM	Risk of wetland impacts and known NNIP occurrence and segment not needed for administrative use
2148C	CHERRY PLAINS SPUR C	MEDIUM	LOW	Segment not needed for administrative use
2149D	HUMP SPUR D	LOW	LOW	Segment not needed for administrative use
2152	REGAL EAGLE	HIGH	LOW	Risk of soil impacts, known NNIP occurrence and segment not needed for administrative use segment through old growth is one of

ID	NAME	Risk Category	Benefit Category	Comments
				two accesses to this area
2153	BOLLY RD	LOW	MEDIUM	Segment in candidate Research Natural Area and not needed for administrative use
2159	BEECH FRONT ROAD	HIGH	LOW	Known NNIP occurrence and segment not needed for administrative use
2170	FIRE ONE	LOW	MEDIUM	Segment not needed for administrative use
2172	COOKSON LAKE SOUTH	MEDIUM	MEDIUM	Risk of watershed impacts and segment not needed for administrative use
2175	NORTH HILL	LOW	LOW	Segment not needed for administrative use
2177	RIVER SLOUGH	HIGH	LOW	Risk of soil and watershed impacts
2177A	RIVER SLOUGH SPUR A	LOW	MEDIUM	Risk of stream impacts and segment in WSR corridor - remaining segment is still in WSR, but it is the only route into this area
2185	BURN	LOW	LOW	Segment not needed for administrative use
2188A	GRANTS LAKE SPUR A	LOW	MEDIUM	Segment not needed for administrative use
2189	PLAINS	HIGH	MEDIUM	Known NNIP occurrence and segment not needed for administrative use
2190	HILL DALE	LOW	MEDIUM	Segment not needed for administrative use
2193B	BALDY LAKE SPUR B	MEDIUM	LOW	Risk of wetland impacts, WSR corridor, known NNIP occurrence and segment not needed for administrative use
2196	CROW LAKE	MEDIUM	MEDIUM	Risk of soil and watershed impacts, WSR corridor and segment not needed for administrative use - remaining segment only access into this area
2198A	TEMPLE LAKE SPUR A	LOW	MEDIUM	Segment not needed for administrative use
2210	BOW RUN	LOW	LOW	Risk of soil impacts, WSR corridor and segment not needed for administrative use
2212C	EIGHT MILE CUT ACROSS SPUR C	HIGH	LOW	Known NNIP occurrence and segment not needed for administrative use
2212N	EIGHT MILE CUT ACROSS SPUR N	HIGH	HIGH	Risk of wetland impacts, WSR corridor, known NNIP occurrence and segment not needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
2217A	JACK PINE TRUCK TRAIL SPUR A	LOW	MEDIUM	Segment not needed for administrative use
2217B	JACK PINE TRUCK TRAIL SPUR B	MEDIUM	MEDIUM	Risk of wetland impacts, known NNIP occurrence and segment not needed for administrative use
2218B	GOOSENECK LAKE SPUR B	MEDIUM	MEDIUM	Known NNIP occurrence and segment not needed for administrative use
2218G	GOOSENECK LAKE SPUR G	HIGH	MEDIUM	Known NNIP occurrence and segment not needed for administrative use
2218J	GOOSENECK LAKE SPUR J	LOW	LOW	Segment not needed for administrative use
2219C	OLSON CORNER SPUR C	HIGH	LOW	Risk of soil and watershed impacts and segment in old growth - remaining segment is also in old growth, but it is the only way into this area
2223K	CHICAGO LAKE SPUR K	MEDIUM	LOW	Known NNIP occurrence and segment not needed for administrative use
2223M	CHICAGO LAKE SPUR M	HIGH	MEDIUM	Known NNIP occurrence and segment not needed for administrative use
2223P	CHICAGO LAKE SPUR P	HIGH	MEDIUM	Risk of soil impacts and known NNIP occurrence and segment not needed for administrative use
2223W	CHICAGO LAKE SPUR W	HIGH	MEDIUM	Known NNIP occurrence and segment not needed for administrative use
2224E	STEVENS LAKE SPUR E	HIGH	MEDIUM	Known NNIP occurrence and segment not needed for administrative use
2225A	BOOTH SPUR A	LOW	LOW	Segment not needed for administrative use
2225B	BOOTH SPUR B	LOW	MEDIUM	Segment not needed for administrative use
2225E	BOOTH SPUR E	HIGH	LOW	Known NNIP occurrence and segment not needed for administrative use
2225EA	BOOTH SPUR EA	LOW	MEDIUM	Risk of wetland impacts and segment not needed for administrative use
2226E	ISABELLA SPUR E	HIGH	LOW	Risk of soil, wetland, and heritage impacts and segment not needed for administrative use - remaining segment does go through old growth but is only route to this area
2228B	MORMON NORTH SPUR B	HIGH	LOW	Risk of soil and watershed impacts and segments not needed for administrative use
2233B	LITTLE BLACK RIVER SPUR B	HIGH	LOW	Risk of soil impacts and known NNIP occurrence and segment not needed for

ID	NAME	Risk Category	Benefit Category	Comments
				administrative use
2233M	LITTLE BLACK RIVER SPUR M	HIGH	LOW	Risk of soil and watershed impacts and segment not needed for administrative use
2234M	RR TRUCK TRAIL SPUR M94C	LOW	MEDIUM	Segment not needed for administrative use
2234Q	RR TRUCK TRAIL SPUR Q	LOW	MEDIUM	Segment not needed for administrative use
2234S	RR TRUCK TRAIL_SPUR S	LOW	LOW	Segment not needed for administrative use
2234SA	RR TRUCK TRAIL SPUR SA	LOW	LOW	Segment not needed for administrative use
2234X	RR TRUCK TRAIL SPUR X	LOW	LOW	Segment not needed for administrative use
2236B	BUCKEYE SPUR B	LOW	LOW	Segment not needed for administrative use
2246B	CLEAR LAKE SPUR B	LOW	LOW	Risk of wetland impacts and segment not needed for administrative use
2246E	CLEAR LAKE SPUR E	MEDIUM	MEDIUM	Risk of soil impacts and segment not needed for administrative use
2247E	SOUTH STUTTS SPUR A	MEDIUM	MEDIUM	Risk of soil and wetland impacts and segment not needed for administrative use
2250A	BLUE LAKE SPUR A	LOW	MEDIUM	Segment not needed for administrative use
2251F	HANLEY SPUR F	MEDIUM	LOW	Risk of soil impacts and not needed for administrative use
2254F	KENTUCKY SPUR F	HIGH	LOW	Risk of stream impacts, known NNIP occurrence, and segment not needed for administrative use
2254G	KENTUCKY SPUR G	LOW	LOW	Segment not needed for administrative use
2257A	LITTLE INDIAN SPUR A	HIGH	LOW	Risk of soils impacts, old growth and WSR corridor, known NNIP occurrence and segment not needed for administrative use - remaining segment change from ML 2 to 1 and is needed for fisheries access
2257K	LITTLE INDIAN SPUR K	MEDIUM	LOW	Risk of soil and watershed impacts and segment not needed for administrative use
2262A	WIDEWATERS SPUR A	LOW	MEDIUM	Not needed for administrative use
2265B	LONG LAKE SPUR B	LOW	MEDIUM	Risk of heritage impacts and segment not needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
2265E	LONG LAKE SPUR E			Risk of watershed impacts and segment not needed for administrative use
2268F	DOE LAKE SPUR F	HIGH	LOW	Risk of watershed and heritage impacts, WSR corridor and segment not needed for administrative use
2268FA	DOE LAKE SPUR FA	HIGH	MEDIUM	Risk of soil, watershed, heritage impacts, old growth and WSR corridor and segment not needed for administrative use - remaining segment has risk of soil, watershed impacts and is within WSR corridor, but it is the only access to this area
2269B	BAY DE NOC SPUR B	LOW	MEDIUM	Segment not needed for administrative use
2269D	BAY DE NOC SPUR D	LOW	LOW	Segment not needed for administrative use
2269F	BAY DE NOC SPUR F	MEDIUM	MEDIUM	Risk of stream impacts, segment within WSR corridor, known NNIP occurrence, and segment not needed for administrative use
2269G	BAY DE NOC SPUR G	LOW	LOW	Segment not needed for administrative use
2276J	COLE CREEK SPUR J	LOW	LOW	Segment not needed for administrative use
2278B	AUTRAIN-FOREST LAKE_SPUR B	LOW	LOW	Segment not needed for administrative use
2280C	LITTLE POLE LAKE SPUR C	LOW	MEDIUM	Risk of wetland impacts in WSR corridor and segment not needed for administrative use - remaining segment does go through old growth and is within WSR corridor, but it is only access to this area
2281E	BUCKEYE GRADE NORTH SPUR E	HIGH	LOW	Risk of soil, watershed, and heritage impacts and segment not needed for administrative use
2281EA	BUCKEYE GRADE NORTH EA	MEDIUM	LOW	Risk of soil and heritage impacts and segment not needed for administrative use
2284	BOOT LAKE	LOW	MEDIUM	Risk of wetland impacts and segment not needed for administrative use
2296A	SAUL LAKE SPUR SPUR A	LOW	MEDIUM	Segment not needed for administrative use
2300	MORLEY	MEDIUM	LOW	Old growth, known NNIP occurrence and segment not needed for administrative use - remaining segment is only remaining access in this area

ID	NAME	Risk Category	Benefit Category	Comments
2302HA	KLONDIKE SPUR HA	LOW	LOW	Risk of soil impacts, within old growth and segment not needed for administrative use
2303	N BRANCH STUTTS CREEK	LOW	LOW	Segment to be decommed not needed for administrative use - remaining segment goes through old growth but only remaining access to this area
2307A	SHAGGY SPRUCE SPUR A	MEDIUM	LOW	Risk of soil impacts and segment not needed for administrative use - remaining segment also has risk of soil and wetland impacts, but it is the only access to this area
2317	HADWOOD HILLS	HIGH	MEDIUM	Known NNIP occurrence and segment not needed for administrative use
2318B	SAND LAKE SPUR B	LOW	MEDIUM	Segment not needed for administrative use
2319	BILLS CREEK SOUTH	HIGH	MEDIUM	Risk of stream impacts, known NNIP occurrence, and segment not needed for administrative use
2321	TEN DOLLAR EAST	HIGH	MEDIUM	Risk of soil impacts, known NNIP occurrence and segment not needed for administrative use
2321B	TEN DOLLAR EAST SPUR B	HIGH	MEDIUM	Risk of soil impacts and known NNIP occurrence and segment not needed for administrative use
2326	SCHUENEMAN	HIGH	LOW	Risk of soil impacts and segment not needed for administrative use
2328	TAMICH	LOW	MEDIUM	Segments not needed for administrative use
2328A	TAMICH SPUR A	LOW	LOW	Risk of heritage impacts and segment not needed for administrative use
2340	BIRCH FARM NORTH	HIGH	LOW	Risk of watershed impacts, known NNIP occurrence, and segment not needed for administrative use
2342	SECTION 33	HIGH	MEDIUM	Risk of soil impacts, known NNIP occurrence, segment within WSR corridor closest to river. Remaining segment is only access to this area.
2347	ON OFF MAP	LOW	MEDIUM	Segments not needed for administrative use, so reconfigured remaining segments to be more efficient
2350B	BLACK CREEK NORTH SPUR B	MEDIUM	MEDIUM	Risk of soil impacts and segment not needed for administrative use
2353B	WACO HILL SPUR B	LOW	LOW	Segment not needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
2370	LAKE SIXTEEN WEST			Risk of wetland impacts need to look into easements across private to reach other suitable parcels
2373	HARTNEY LAKE LUPE	LOW	MEDIUM	Risk of heritage impacts and in WSR corridor
2376	GROLEAU	MEDIUM	LOW	Risk of soil impacts but also access to St. Jacques repeater
2378	RICH	LOW	MEDIUM	Risk of wetland impacts and segment not needed for administrative use
2386	LITTLE STEVENS NORTH	MEDIUM	MEDIUM	Risk of heritage impacts and not needed for administrative use
2390	MARTIN BAY	MEDIUM	LOW	Risk of soil impacts and not needed for administrative use
2410F	CACHE LAKE SPUR F	LOW	MEDIUM	Segment not needed for administrative use
2410H	CACHE LAKE SPUR H	LOW	LOW	Segment not needed for administrative use
2415	KITCH ITI KI PI NORTH	LOW	MEDIUM	Segment not needed for administrative use
2417A	SAWMILL SPUR A	LOW	LOW	Risk of soil impacts and segment not needed for administrative use
2417D	SAWMILL SPUR D	LOW	MEDIUM	Segment not needed for administrative use
2417G	SAWMILL SPUR G	MEDIUM	LOW	Risk of soil and wetland impacts and segment not needed for administrative use
2422	EIGHTEEN MILE CREEK NORTH	HIGH	MEDIUM	Known NNIP occurrence and segment not needed for administrative use
2426	BISHOP LAKE	HIGH	MEDIUM	Risk of soil and stream impacts, known NNIP occurrence and segment not needed for administrative use
2426A	BISHOP LAKE SPUR A	MEDIUM	LOW	Known NNIP occurrence and segment not needed for administrative use
2426C	BISHOP LAKE SPUR C			Segment not needed for administrative use
2426CA	BISHOP LAKE SPUR CA			Segment not needed for administrative use
2428G	CHIPPENY CREEK SPUR G	LOW	LOW	Risk of wetland impacts and segment not needed for administrative use
2431	BANDED PINE	LOW	MEDIUM	Risk of stream impacts and segment not needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
2434	THREE ISLAND LAKE			Risk of wetland impacts and segment not needed for administrative use
2434C	THREE ISLAND LAKE SPUR C	LOW	LOW	Segment not needed for administrative use
2436A	MOLLY LAKE SPUR A	MEDIUM	MEDIUM	Known NNIP occurrence and segment not needed for administrative use
2439	BUST	HIGH	MEDIUM	Known NNIP occurrence and segment not needed for administrative use
2442	GREEN LAKE	MEDIUM	LOW	Risk of soil impacts and segment not needed for administrative use
2451	DEER CREEK	HIGH	MEDIUM	Risk of soil and watershed impacts and segment not needed for administrative use
2458	TWO TWO	MEDIUM	MEDIUM	Risk of soil and wetland impacts and segment not needed for administrative use
2462	BLUE HURON	HIGH	MEDIUM	Risk of soil, watershed, and heritage impacts and not needed for administrative use
2464	MUSKEG			Risk of wetland impacts and segment not needed for administrative use segment through old growth is only access into this area
2468B	METSER SPUR B	LOW	LOW	Segment not needed for administrative use
2472A	MC NEIL LAKE SPUR A	LOW	MEDIUM	Segment not needed for administrative use
2473C	HOVEY LAKE SPUR C	LOW	HIGH	Segment in WSR corridor and segment not needed for administrative use
2475	JUNIPER LINK	HIGH	HIGH	Known NNIP occurrence and segment not needed for administrative use
2481B	PERRY SPUR B	HIGH	LOW	Risk of soil and watershed impacts and known NNIP occurrence and segment not needed for administrative use
2481E	PERRY CREEK SPUR E	HIGH	LOW	Known NNIP occurrence and road not needed for administrative use
2481E	PERRY CREEK SPUR E	HIGH	LOW	Known NNIP occurrence and road not needed for administrative use
2481G	PERRY CREEK SPUR G	HIGH	LOW	Risk of soil impacts and known NNIP occurrence and segment not needed for administrative use
2483	SLAPNECK	LOW	MEDIUM	Risk of wetland impacts and segment not needed for administrative use and segment could be converted to trail

ID	NAME	Risk Category	Benefit Category	Comments
2490	HEFFER	LOW	LOW	Segment not needed for administrative use
2500A	JUNIPER LOOP SPUR A			Segment not needed for administrative use
2507	POWER LINE RD.	HIGH	MEDIUM	Known NNIP occurrence and segment not needed for administrative use
2509	HICKEY MARSH	HIGH	MEDIUM	Known NNIP occurrence and segment not needed for administrative use
2509A	HICKEY MARSH SPUR A			Segment not needed for administrative use
2513A	EVELYN EAST SPUR A	HIGH	MEDIUM	Known NNIP occurrence and segment not needed for administrative use
2515	CROSSLINE	MEDIUM	LOW	Risk of wildlife impacts and segment not needed for administrative use
2529	COLE CREEK WEST	MEDIUM	LOW	Risk of wetland, stream impacts and known NNIP occurrence and segment not needed for administrative use
2532	HACK	MEDIUM	MEDIUM	Known NNIP occurrence and redundant segment
2535	SPIDER PONDS EAST	LOW	LOW	Segment not needed for administrative use
2538	SILVER CREEK	LOW	LOW	Risk of wetland impacts and segment not needed for administrative use
2547	AU TRAIN POINT EAST	MEDIUM	MEDIUM	Known NNIP occurrence and segment not needed for administrative use
2548	AU TRAIN POINT SOUTH			Segment not needed for administrative use
2575	RANGER	LOW	LOW	Segment not needed for administrative use
2582	LITTLE POLE WEST	HIGH	LOW	Known NNIP occurrence and segment not needed for administrative use
2586	STILLMAN	LOW	LOW	Segment of road not needed for administrative use
2603	COOLAW LAKE SOUTH	HIGH	MEDIUM	Risk of soil impacts and not needed for administrative use
2608	RICHEY ROAD	LOW	MEDIUM	Segment not needed for administrative use
2620	MURSPUR	MEDIUM	MEDIUM	Risk of soils impacts and known NNIP occurrence and segment not needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
2627A	WEST LAKE SPUR A	MEDIUM	MEDIUM	Risk of soil impacts and segment not needed for administrative use
2632	EAGLE LAKE	LOW	MEDIUM	Segment not needed for administrative use
2632A	EAGLE LAKE SPUR A	LOW	MEDIUM	Segment not needed for administrative use
2634	MULE SHOE LAKE	LOW	MEDIUM	Segment has topography issues, also along WSR corridor segment not needed for administrative use
2638	THUN MUR	LOW	MEDIUM	Risk of stream impacts and segment not needed for administrative use
2638A	THUN MUR SPUR A	MEDIUM	MEDIUM	Risk of soil impacts and segment not needed for administrative use
2638C	THUN MUR SPUR C	MEDIUM	MEDIUM	Risk of soil impacts and segment not needed for administrative use
2641	FLETCHER	MEDIUM	MEDIUM	One segment not needed for administrative use and some segments more appropriate to be converted to trail
2642	LIT SPUR	LOW	MEDIUM	Risk of wetland impacts and segment not needed for administrative use
2647	STUCCC	LOW	LOW	Travels along old growth and segment not needed for administrative use
2654	IRON PANTS	LOW	LOW	Segment not needed for administrative use
2655	MYSTERY ROAD			Segment not needed for administrative purposes
2660	VAN WINKLE MARSH	HIGH	MEDIUM	Risk of wetland impacts, known NNIP occurrence and segment not needed for administrative use
2662	STEUBEN SUMMER	HIGH	MEDIUM	Risk of soil and watershed impacts, old growth and this segment not needed for administrative use
2664A	CROOKED LAKE SOUTH SPUR A	MEDIUM	MEDIUM	Risk of soil impacts and segment not needed for administrative use
2671	SPRING CREEK SOUTH	HIGH	LOW	Risk of soil and watershed impacts and segment not needed for administrative use
2673B	FISHDAM POND SPUR B	HIGH	LOW	Risk of soil and heritage impacts and segment not needed for administrative use - remaining segment does have a risk of soil impacts and is in old growth, but it is the only access into this area

ID	NAME	Risk Category	Benefit Category	Comments
2675	BEZAME	HIGH	LOW	Risk of soil and watershed impacts and segment not needed for administrative use
2676D	HASS SPUR D	LOW	LOW	Segment not needed for administrative use
2682	MAHSKEEKEE	LOW	LOW	Segment not needed for administrative use
2683	GOOSE NECK	HIGH	MEDIUM	Risk of soil and watershed impacts, known NNIP occurrence and segment not needed for administrative use
2684A	STEVENS NORTH SPUR A	MEDIUM	MEDIUM	Known NNIP occurrence and segment not needed for administrative use
2685AB	BIG SPUR AB	LOW	MEDIUM	Segment not needed for administrative use
2696	WOLF LAKE	HIGH	MEDIUM	Known NNIP occurrence and segment not needed for administrative use
2696A	WOLF LAKE SPUR A	LOW	LOW	Segment not needed for administrative use
2698	TREFIVE	MEDIUM	MEDIUM	Risk of stream impacts, known NNIP occurrence, and segment not needed for administrative use
2703	MOLLY LAKE WEST	HIGH	MEDIUM	Known NNIP occurrence and segment not needed for administrative use
2705E	COUNTY LANE SPUR E	HIGH	MEDIUM	Risk of heritage impacts, known NNIP occurrence and segment not needed for administrative use
2708	PINE RED	HIGH	MEDIUM	Known NNIP occurrence and segment not needed for administrative use
2710	SPRING LAKE WEST			Risk of stream impacts and segment not needed for administrative use
2710B	SPRING LAKE WEST SPUR B	MEDIUM	MEDIUM	Known NNIP occurrence and segment not needed for administrative use
2710BA	SPRING LAKE WEST SPUR BA	MEDIUM	MEDIUM	Known NNIP occurrence and segment not needed for administrative use
2717	LAKE TWENTY THREE	HIGH	MEDIUM	Risk of soil, watershed, and heritage impacts and segment not needed for administrative use
2717A	LAKE TWENTY THREE SPUR A	MEDIUM	LOW	Known NNIP occurrence and segment not needed for administrative use
2718B	RED PINE SPUR B	LOW	LOW	Segment not needed for administrative use
2719C	KILPECKER CREEK SPUR C	MEDIUM	MEDIUM	Risk of soil impacts and segment not needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
2726	HIGH RISK	MEDIUM	MEDIUM	Risk of stream and heritage impacts and segment not needed for administrative use
2729	YOU	LOW	MEDIUM	Risk of stream and wetland impacts and segment not needed for administrative use
2730	BIG O	HIGH	MEDIUM	Known NNIP occurrence and segment not needed for administrative use
2735	MAGNETIC	LOW	LOW	Segment not needed for administrative use
2740A	ANKETEIL SPUR A	LOW	LOW	In WSR corridor and segment not needed for administrative use
2740D	ANKETEIL SPUR D	HIGH	LOW	Risk of soil and watershed impacts and segment not needed for administrative use
2746	PETITE	LOW	MEDIUM	Segment not needed for administrative use
2747	IRA	HIGH	MEDIUM	Risk of soil impacts, known NNIP occurrence and segment not needed for administrative use
2751	FARKLEBERRY	LOW	MEDIUM	Segment not needed for administrative use
2752A	MCHUGH ROAD SPUR A	LOW	LOW	Segment not needed for administrative use
2752C	MCHUGH ROAD SPUR C	LOW	MEDIUM	Segment not needed for administrative use
2759A	VISTA LAKE SPUR A	LOW	MEDIUM	Segment not needed for administrative use
2761AA	DOGGIE SPUR AA	MEDIUM	LOW	Risk of soil impacts and known NNIP occurrence and segment not needed for administrative use
2771	FERN LAKE	HIGH	LOW	Risk of soil, watershed, stream impacts and known NNIP occurrence and segment not needed for administrative use - remaining segment is along a ridge
2777	FRANKES	LOW	MEDIUM	Segment not needed for administrative use
2782	BEATON LAKE	LOW	LOW	Segments not needed for administrative use and remaining segment used to more efficiently reconfigure administrative use of the area
2785	LITTLE STEVENS LAKE	MEDIUM	LOW	Segment not needed for administrative use
2788	S BR STUTTS CREEK	LOW	HIGH	Risk of wetland impacts and segment not needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
2790	WEEBASS	HIGH	MEDIUM	Risk of soil and watershed impacts, known NNIP occurrence and segment not needed for administrative use one segment also in WSR corridor
2792	BASS LAKE WEST	LOW	MEDIUM	Risk of watershed impacts and segment not needed for administrative use
2793A	SOUTH MOTT SPUR A	MEDIUM	MEDIUM	Risk of watershed impacts and segment not needed for administrative use
2814B	BILLS CREEK SPUR B	LOW	MEDIUM	Segment not needed for administrative use
2814D	BILLS CREEK SPUR D	LOW	MEDIUM	Segment not needed for administrative use
2815C	ENSIGN DUMP ROAD SPUR C	LOW	LOW	Segment not needed for administrative use
2820	BEAVER CREEK EAST	LOW	LOW	Segment not needed for administrative use
2824	WEST MOCCASIN	LOW	LOW	Segment not needed for administrative use
2826	EAST GRASSY LAKE	LOW	LOW	Risk of wetland impacts and segment not needed for administrative use
2826A	EAST GRASSY LAKE SPUR A	MEDIUM	MEDIUM	Risk of watershed impacts and segment not needed for administrative use
2829	STAMICH LOOP	LOW	MEDIUM	Segment not needed for administrative use
2833	CRESCENT	LOW	MEDIUM	Known NNIP occurrence and segment not needed for administrative use
2841	PAMAR'S	LOW	MEDIUM	Risk of wetland impacts and segment not needed for administrative use
2842	ANTONIO	MEDIUM	MEDIUM	Risk of soil impacts and segment not needed for administrative use
2843	SUNSHINE	MEDIUM	MEDIUM	Risk of soil impacts and segment not needed for administrative use
2848	GOOD DAY	MEDIUM	MEDIUM	Risk of soil impacts and segment not needed for administrative use
2865AB	COLE CREEK SOUTH SPUR AB	HIGH	LOW	Risk of soil and watershed impacts and segment not needed for administrative use
2865B	COLE CREEK SOUTH SPUR B	LOW	LOW	Segment not needed for administrative use
2866	ADDIS LAKE ROAD	LOW	LOW	Segment not needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
2866A	ADDIS LAKE ROAD SPUR A	HIGH	LOW	Risk of soil and watershed impacts and segment not needed for administrative use
2867	LAKE ROAD	LOW	LOW	Segment not needed for administrative use
2868	BEAR CAMP	LOW	LOW	Risk of wetland impacts and segment not needed for administrative use
2872	DELIAS RUN	HIGH	LOW	Old growth, steep terrain and known NNIP occurrence and segment not needed for administrative use
2879	ARCHAMBEAU CREEK	LOW	MEDIUM	Risk of wetland impacts and segment not needed for administrative use
2884	OLD US-2	LOW		Segment not needed for administrative use
2891	MIDDLE BRANCH STUTTS CREEK	HIGH	MEDIUM	Risk of soil and watershed impacts and not needed for administrative use
2891A	MIDDLE BRANCH STUTTS CK SPUR A	MEDIUM	MEDIUM	Risk of soil and watershed impacts and segment not needed for administrative use
2892	STONY WEST	HIGH	MEDIUM	Risk of watershed impacts and segment not needed for administrative use
2893	SQUAW EAST	HIGH	LOW	Known NNIP occurrence and segment not needed for administrative use and segment to be kept goes through old growth but only way into this area
2912	DUKES K	HIGH	LOW	Risk of soil and watershed impacts, known NNIP occurrence and segment not needed for administrative use
2940	SHINGLETON	LOW	LOW	Risk of heritage impacts and not needed for administrative use
8019	INDIANTOWN LAKE EAST	MEDIUM	MEDIUM	Risk of soil impacts, old growth and not needed for administrative use remaining segment through old growth is only way though this area
8023	MEADE MAPLE	LOW	LOW	Segment not needed for administrative use
8025	PINE JUNCTION	MEDIUM	MEDIUM	Known NNIP occurrence and not needed for administrative use
8029	TWO DAM	HIGH	LOW	Risk of soil and wildlife impacts and known NNIP occurrence
8042	HAYMEADOW SPUR	MEDIUM	MEDIUM	Segment not needed for administrative use the remaining will be reconfigured
8049	BERG CREEK	HIGH	MEDIUM	Risk of soil and watershed impact and old growth and in WSR corridor, but this is the

ID	NAME	Risk Category	Benefit Category	Comments
				only route into this area
8055	BROKEN PINE	HIGH	MEDIUM	Known NNIP occurrence and segment not needed for administrative use
8057	FOUSE ROAD	MEDIUM	LOW	Risk of wetland impacts and known NNIP occurrence
8059	HARDWOOD LOOP	LOW	LOW	Segment not needed for administrative use
8062EA	DUNELAND DRIVE SPUR EA	LOW	LOW	Risk of soil impacts and segment not needed for administrative use
8074	SLUDGE ROAD	MEDIUM	LOW	Risk of soil impacts and segment not needed for administrative use
8076	BISHOP LAKE PIKE	HIGH	LOW	Risk of soil and watershed impacts and segment not needed for administrative use remaining segment needs to be relocated out of old growth
8079	BIG RIVER SWAMP ROAD	MEDIUM	MEDIUM	Risk of soil impact and segment not needed for administrative use
8080	SPRINGTAIL	HIGH	LOW	Risk of soil impacts and segment not needed for administrative use
8080A	SPRINGTAIL SPUR A	MEDIUM	LOW	Risk of soil impacts and segment not needed for administrative use
8084	MARTEN TRACK ROAD	HIGH	LOW	Risk of soil and heritage impacts and segment not needed for administrative use
8095	LAKEVIEW DRIVE			Segment not needed for administrative use
8105	NARROW	HIGH	MEDIUM	Risk of soil and watershed impacts and segment not needed for administrative use
8106	DUMP 1	HIGH	MEDIUM	Known NNIP occurrence and segment not needed for administrative use
8109E	HAYWIRE GRADE SPUR E	HIGH	MEDIUM	Known NNIP occurrence and segment not needed for administrative use
8116	SEESE	LOW	MEDIUM	Segment not needed for administrative use
8118	STEUBEN TOWER RD	LOW	MEDIUM	Segment not needed for administrative use
8122	TROY	LOW	MEDIUM	Segment not needed for administrative use
8125	3 CEDAR	MEDIUM	LOW	Risk of wetland impacts, known NNIP occurrence and segment not needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
8131	GRIZZ	LOW	LOW	Segment not needed for administrative use
8138	POD	HIGH	MEDIUM	Risk of watershed impacts and segment not needed for administrative use
8139	DEXTERITY	MEDIUM	MEDIUM	Risk of soil and watershed impacts and segment not needed for administrative use
8162	SASSAFRAS	LOW	MEDIUM	Risk of watershed impacts and segment not needed for administrative use
8187	HACKBERRY	LOW	MEDIUM	Segment not needed for administrative use
8188	WYAND	HIGH	LOW	Risk of soil and watershed impacts and segment not needed for administrative use
8190	BOSENBERRY	LOW	LOW	Segments not needed for administrative use
8190A	BOSENBERRY SPUR A	LOW	LOW	Segment not needed for administrative use
8197A	COLWELL LAKE NORTH SPUR A	LOW	HIGH	Segment not needed for administrative use
8204C	DAVIES CREEK ROAD SPUR C	HIGH	LOW	Segment not needed for administrative use
8211	MUSKRAT LAKE	MEDIUM	LOW	Known NNIP occurrence and segment not needed for administrative use
8216	JACK PINE			Segment not needed for administrative use
8222	POPKOWSKI ROAD	LOW	MEDIUM	Segment not needed for administrative use
8226	JIM BEAM	LOW	MEDIUM	Segment not needed for administrative use
8227	JACK DANIELS	LOW	LOW	Segment not needed for administrative use
8239	MARY C	MEDIUM	LOW	Known NNIP occurrence and segment not needed for administrative use
8260	CO RD I-33	HIGH	MEDIUM	Known NNIP occurrence and segment not needed for administrative use
8277	MORMAN TIE	LOW	MEDIUM	Risk of soil impact and segment not needed for administrative use
A10C	2247 SPUR C	MEDIUM	MEDIUM	Risk of soil impacts and segment not needed for administrative use
A113D	8167 SPUR A113D	LOW	MEDIUM	Segment not needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
A125B	2407 SPUR A125B	HIGH	LOW	Risk of soil impacts and segment not needed for administrative use
A24O	8125 SPUR A24O	MEDIUM	LOW	Known NNIP occurrence and segment not needed for administrative use
A42G	2213 SPUR A42G	LOW	MEDIUM	Segment not needed for administrative use
A47C	2642B SPUR A47C	LOW	LOW	Segment not needed for administrative use
A50B	2217 SPUR B	LOW	MEDIUM	Risk of watershed impacts and segment not needed for administrative use
A55B	2422C SPUR A55B	LOW	MEDIUM	Segment not needed for administrative use
A56G	2224 SPUR A56B	HIGH	MEDIUM	Risk of soil impacts, known NNIP occurrence and segment not needed for administrative use
A62G	2417E SPUR G	LOW	MEDIUM	Risk of soil impacts and segment not needed for administrative use
A73C	2769 SPUR A73C	MEDIUM	MEDIUM	Known NNIP occurrence and segment not needed for administrative use
A79A	2769 SPUR A79A	MEDIUM	LOW	Risk of soil impacts and segment not needed for administrative use
A79B	2769 SPUR A79B	MEDIUM	LOW	Risk of soil impacts and segment not needed for administrative use
A94H	2231 SPUR A94H	LOW	LOW	Segment not needed for administrative use
A94I	SPUR A94I	MEDIUM	LOW	Risk of soil impacts and segment not needed for administrative use
A94Q	2226F SPUR	LOW	LOW	Segment not needed for administrative use
A95G	2226B SPUR A95G	MEDIUM	LOW	Risk of soil impacts and segment not needed for administrative use
A95I	2637B SPUR A95I	MEDIUM	LOW	Risk of soil impacts and segment not needed for administrative use
A95J	SPUR A95J	MEDIUM	LOW	Risk of soil impacts and segment not needed for administrative use
A96I	2222 SPUR A96I	LOW	MEDIUM	Segment not needed for administrative use
C126E	2036C SPUR	LOW	LOW	Segment not needed for administrative use
C145A	2338 SPUR	LOW	LOW	Small part in WSR corridor and segment not needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
C159O	2281 SPUR	MEDIUM	LOW	Segment not needed for administrative use
C159S	C159R SPUR	LOW	LOW	Segment not needed for administrative use
C159T	C159S SPUR	MEDIUM	LOW	Risk of soil impacts and segment not needed for administrative use
C160WW	2429 SPUR	HIGH	LOW	Known NNIP occurrence and segment not needed for administrative use
C27A	2259 TEMP SPUR	HIGH	LOW	Risk of soil impacts, known NNIP occurrence and segment not needed for administrative use
M104F	SPUR M104F	MEDIUM	LOW	Known NNIP occurrence and segment not needed for administrative use
M99B	SPUR M99B	LOW	LOW	Segment not needed for administrative use
R104C	2235 SPUR R104C	HIGH	MEDIUM	Risk of soil impacts, known NNIP occurrence and segment not needed for administrative use
R116A	2223 SPUR R116A	HIGH	LOW	Risk of soil and watershed impacts and segment not needed for administrative use
R136C	2446 SPUR R136C	MEDIUM	LOW	Risk of soil impacts and segment not needed for administrative use
R137A	FH-13 SPUR R137A	MEDIUM	LOW	Known NNIP occurrence and segment not needed for administrative use
R25E	2046 SPUR R25E	LOW	LOW	Segment not needed for administrative use
R62C	2233 SPUR R62C	HIGH	MEDIUM	Risk of soil, watershed, and heritage impacts and segment not needed for administrative use
R62E	2233 R62E			Risk of soil and watershed impacts and segment not needed for administrative use
R82G	2233F SPUR R82G	MEDIUM	LOW	Risk of soil impacts and segment not needed for administrative use
R91B	2803 SPUR R91B	MEDIUM	MEDIUM	Known NNIP occurrence and segment not needed for administrative use
R91D	2234 SPUR R91D	HIGH	LOW	Known NNIP occurrence and segment not needed for administrative use

West Zone recommended to convert to trail.

ID	NAME	Risk Category	Benefit Category	Comments
8134	FIREBREAK	HIGH	MEDIUM	Risk of soil impacts and known NNIP occurrence and WSR corridor convert to trail
2149F	HUMP SPUR F	HIGH	MEDIUM	Convert to trail
2642B	LIT SPUR B	LOW	MEDIUM	Convert to trail
2149E	HUMP SPUR E	HIGH	MEDIUM	Convert part to trail
2277	BOW	HIGH	MEDIUM	Convert part to trail

West Zone roads recommended to relocate.

ID	NAME	Risk Category	Benefit Category	Comments
2049C	INMAN CREEK SPUR C	LOW	MEDIUM	More efficient reconfiguration needed.
2126	NO NAME CREEK	MEDIUM	LOW	Risk of wetland impacts
2126A	NO NAME CREEK SPUR A	MEDIUM	LOW	More efficient configuration needed.
2149F	HUMP SPUR F	HIGH	MEDIUM	More efficient configuration needed.
2158	SCRUB JACK	HIGH	MEDIUM	Known NNIP occurrence and segment not needed for administrative use northern segment should be reconfigured
2222A	ADVENT SPUR A	HIGH	LOW	More efficient configuration needed.
2222N	ADVENT SPUR N	MEDIUM	LOW	More efficient configuration needed.
2428B	CHIPPENY CREEK SPUR B	LOW	LOW	More efficient configuration needed.
2429	BREITZMAN	HIGH	LOW	More efficient configuration needed.
2440CB	LITTLE BLACK CREEK SPUR CB	MEDIUM	MEDIUM	More efficient configuration needed.
2522	HALF SOUTH	HIGH	MEDIUM	Known NNIP occurrence and road not needed for administrative use
2857	SOO STRING	MEDIUM	MEDIUM	More efficient configuration needed.
2860	SUGARBUSH	LOW	LOW	More efficient configuration needed.
2922	DUKES O	MEDIUM	LOW	More efficient configuration needed.
2924	DUKES Q	MEDIUM	LOW	More efficient configuration needed.
8165	LITTLE FISH DAM	MEDIUM	MEDIUM	More efficient configuration needed.

West Zone roads recommended to transfer jurisdiction to County.

ID	NAME	Risk Category	Benefit Category	Comments
2180	OSTRANDER LAKE	LOW	MEDIUM	Potential to transfer to County.
2212	EIGHT MILE CUT ACROSS CO RD449	HIGH	MEDIUM	Potential to transfer to County.
2213	BASS LAKE- NORTHWOODS	HIGH	MEDIUM	Potential to transfer to County.
2218F	GOOSENECK LAKE SPUR F	HIGH	MEDIUM	Potential to transfer to County.
2226	ISABELLA (L-3)	HIGH	MEDIUM	Potential to transfer to County.
2231	MORMON CREEK	HIGH	MEDIUM	Potential to transfer to County.
2235	ENSIGN	MEDIUM	LOW	Potential to transfer to County.
2258	TEN MILE-LITTLE INDIAN	MEDIUM	HIGH	Potential to transfer to County.
2267	SIXTEEN MILE LAKE			Potential to transfer to County.
2435	BASS LAKE	HIGH	MEDIUM	Potential to transfer to County.
2473	HOVEY LAKE	HIGH	HIGH	Potential to transfer to County.
2596	AUTRAIN CAMPGROUND	MEDIUM	MEDIUM	Potential to transfer to County.
2799	OLD 440	HIGH	HIGH	Potential to transfer to County.
8067	MALMAN MARSH SOUTH (CO RD J-8)			Potential to transfer to County.

West Zone roads recommended to change ML.

ID	NAME	Risk Category	Benefit Category	Comments
2001	AUTRAIN WEST			Change ML
2046	NOTHIN	LOW	LOW	Change ML
2057	ALBERT	HIGH	MEDIUM	Change ML
2080	UPPER THUNDER	MEDIUM	MEDIUM	Change ML
2149E	HUMP SPUR E	HIGH	MEDIUM	Change ML
2247	SOUTH STUTTS	LOW	MEDIUM	Change ML
2273	RED SHACK	HIGH	MEDIUM	Change ML
2315	SLINGSHOT	HIGH	LOW	Change ML
2368	RIVER BEND	LOW	MEDIUM	Change ML
2417	SAWMILL	HIGH	MEDIUM	Change ML
2434CB	THREE ISLAND LAKE SPUR CB	LOW	LOW	Change ML
2438	ARROWHEAD LAKE	HIGH	HIGH	Change ML
2452	TRIANGLE LAKE NORTH	HIGH	LOW	Change ML
2491	HIAWATHA CAMP	HIGH	LOW	Change ML
2724	RODENT	MEDIUM	LOW	Change ML
2766	CHOPPER	HIGH	MEDIUM	Change ML
2801	BIG DITCH	HIGH	MEDIUM	Change ML
2901	DUKES A	LOW	LOW	Change ML
2921	DUKES N	LOW	LOW	Change ML

ID	NAME	Risk Category	Benefit Category	Comments
8109C	HAYWIRE GRADE SPUR C	MEDIUM	MEDIUM	Change ML
8109D	HAYWIRE GRADE SPUR D	HIGH	LOW	Change ML
M11A	2001 SPUR	MEDIUM	MEDIUM	Change ML
R117G	8227 SPUR R117G	LOW	MEDIUM	Change ML

West Zone roads recommended to keep. (The main justification to keep some roads was for recreational program access and timber access. The main justification to keep the majority of the roads was a mixture of uses and that was designated needed for administrative use.)

ID	NAME	Risk Category	Benefit Category	Comments
2000	BILLIE HELMER	HIGH	MEDIUM	Needed for administrative use
2002	JOELS CK WEST	HIGH	LOW	Needed for administrative use
2003	SILVER FALLS NORTH	MEDIUM	LOW	Needed for administrative use
2004	SILVER FALLS SOUTH	LOW	LOW	Needed for administrative use
2004AB	SILVER FALLS SOUTH SPUR AB	MEDIUM	LOW	Needed for administrative use
2007	ZEE ROAD	MEDIUM	LOW	Needed for administrative use
2008	MUMM TRAIL	LOW	LOW	Needed for administrative use
2009	FH-13 SPUR	HIGH	MEDIUM	Needed for administrative use
2010	COHO ROAD	HIGH	HIGH	Needed for administrative use
2010A	COHO ROAD SPUR A			Needed for administrative use
2012	HEATHER	LOW	HIGH	Needed for administrative use
2017	TWENTY FOUR GRADE	LOW	MEDIUM	Needed for administrative use
2018	SKI HILL	LOW	MEDIUM	Needed for administrative use
2019	WETMORE LAKE WEST	LOW	MEDIUM	Needed for administrative use
2020	CONNOR LAKE/TAS	HIGH	MEDIUM	Known NNIP occurrence but only access into this area
2021	SILVER SPUR NORTH	LOW	LOW	Needed for administrative use
2021A	SILVER SPUR NORTH SPUR A	LOW	LOW	Needed for administrative use
2023	SRG	MEDIUM	MEDIUM	Needed for administrative use
2024B	KENOBO LAKE NORTH SPUR B	MEDIUM	MEDIUM	Needed for administrative use
2024C	KENOBO LAKE NORTH SPUR C	LOW	MEDIUM	Needed for administrative use
2024CA	KENBO LAKE NORTH SPUR CA	MEDIUM	LOW	Needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
2024F	KENOBO LAKE NORTH SPUR F	LOW	LOW	Needed for administrative use
2025	POPLAR LAKE SOUTH	HIGH	MEDIUM	Needed for administrative use
2025A	POPLAR LAKE SOUTH SPUR A	LOW	LOW	Needed for administrative use
2026	LAKE 16	MEDIUM	LOW	Needed for administrative use
2026B	LAKE 16 SPUR B	MEDIUM	LOW	Needed for administrative use
2027	SOUTH MORMAN	HIGH	HIGH	Needed for administrative use
2027A	SOUTH MORMAN SPUR A	MEDIUM	MEDIUM	Needed for administrative use
2027B	SOUTH MORMAN SPUR B	HIGH	LOW	Needed for administrative use
2027C	SOUTH MORMOM SPUR C	MEDIUM	LOW	Needed for administrative use
2028A	JERK RD SPUR A	LOW	MEDIUM	Needed for administrative use
2029	BEAVER DAM ROAD	LOW	LOW	Needed for administrative use
2031	POTVIN	LOW	MEDIUM	Needed for administrative use
2032	CASEY CREEK	LOW	LOW	Needed for administrative use
2033	BETWEEN	MEDIUM	MEDIUM	Needed for administrative use
2035	YUBA	MEDIUM	MEDIUM	Needed for administrative use
2035A	YUBA SPUR A	LOW	LOW	Needed for administrative use
2037	OSIER SWAMP	HIGH	MEDIUM	Needed for administrative use
2039A	WEST BAKER SPUR A	MEDIUM	LOW	Needed for administrative use
2039C	WEST BAKER SPUR C	MEDIUM	LOW	Needed for administrative use
2040	WEST HAYMEADOW	LOW	MEDIUM	Needed for administrative use
2040C	WEST HAYMEADOW SPUR C	MEDIUM	MEDIUM	Needed for administrative use
2041	HAYMEADOW EAST	HIGH	MEDIUM	Needed for administrative use
2043	SOUTH MCDONALD	LOW	LOW	Needed for administrative use
2044	NORTH MCDONALD	LOW	LOW	Needed for administrative use
2045	CEMETARY	LOW	HIGH	Needed for administrative use
2046	NOTHIN	LOW	LOW	Needed for administrative use
2047	N CEMETARY	LOW	MEDIUM	Needed for administrative use
2048	PICK	HIGH	MEDIUM	Needed for administrative use
2049	INMAN CREEK	HIGH	HIGH	Needed for administrative use
2049A	INMAN CREEK SPUR A	MEDIUM	HIGH	Needed for administrative use
2049B	INMAN CREEK SPUR B	MEDIUM	MEDIUM	Needed for administrative use
2049BA	INMAN CREEK SPUR BA	MEDIUM	MEDIUM	Needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
2049E	INMAN CREEK SPUR E	LOW	HIGH	Needed for administrative use
2049EA	INMAN CREEK SPUR EA	MEDIUM	MEDIUM	Needed for administrative use
2050	AIRFIELD	LOW	MEDIUM	Needed for administrative use
2051	JUG EAST	HIGH	MEDIUM	Needed for administrative use
2053	BIG BUCK	HIGH	LOW	Needed for administrative use
2054	TOWER SOUTH	LOW	MEDIUM	Needed for administrative use
2054A	TOWER SOUTH SPUR A	LOW	MEDIUM	Needed for administrative use
2055	FIRE	LOW	MEDIUM	Needed for administrative use
2056	JUG ROAD	MEDIUM	MEDIUM	Needed for administrative use
2057	ALBERT	HIGH	MEDIUM	Needed for administrative use
2059	CROOKED LAKE ROAD	HIGH	MEDIUM	Needed for administrative use
2059A	CROOKED LAKE SPUR A	HIGH	MEDIUM	Needed for administrative use
2060	PHILLIP POND	LOW	MEDIUM	Needed for administrative use
2061	HOKNOWS	HIGH	LOW	Needed for administrative use
2063	EAST BRANCH OGONTZ (J-11)	LOW	MEDIUM	Needed for administrative use
2063A	EAST BRANCH OGONTZ SPUR A	LOW	MEDIUM	Needed for administrative use
2063AA	EAST BRANCH OGONTZ SPUR AA	LOW	LOW	Needed for administrative use
2064	STURGEON WEST	MEDIUM	MEDIUM	Needed for administrative use
2070	GLENNWOOD	LOW	LOW	Needed for administrative use
2074	HALF MILE	LOW	LOW	Needed for administrative use
2075	SOUTH BOURGOIS	LOW	MEDIUM	Needed for administrative use
2078	SOUTH BILLY	LOW	LOW	Needed for administrative use
2081	MIKE WHITE	LOW	MEDIUM	Needed for administrative use
2086	THUN	MEDIUM	MEDIUM	Needed for administrative use
2087A	LITTLE JACK PINE SPUR A	HIGH	LOW	Needed for administrative use
2088	POT LAKE	LOW	LOW	Needed for administrative use
2090	SOUTH BANANA SPUR	LOW	HIGH	Needed for administrative use
2091	URSUS CREEK	MEDIUM	HIGH	Needed for administrative use
2094	RAIL ROAD			Needed for administrative use
2097	SOUTH BRANCH STUTTS CK NO*	HIGH	LOW	Needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
2098	WEST CROOKED LAKE	LOW	MEDIUM	Needed for administrative use
2099	EAST CROOKED LAKE	HIGH	MEDIUM	Needed for administrative use
2100	SPRINKLER	HIGH	MEDIUM	Needed for administrative use
2102	BIG CAMP ROAD	LOW	LOW	Needed for administrative use
2102A	BIG CAMP RD SPUR A	MEDIUM	LOW	Needed for administrative use
2102E	BIG CAMP SPUR E	LOW	LOW	Needed for administrative use
2103A	W BR OGONTZ R SPUR A	MEDIUM	MEDIUM	Needed for administrative use
2103AE	W. BRANCH OGONTZ R SPUR AE	MEDIUM	LOW	Needed for administrative use
2103D	WEST BRANCH OGONTZ RIVER	MEDIUM	LOW	Needed for administrative use
2104	NORTH BRANCH OGONTZ	HIGH	MEDIUM	Needed for administrative use
2104A	NORTH BRANCH OGONTZ SPUR A	MEDIUM	MEDIUM	Needed for administrative use
2104B	NORTH BRANCH OGONTZ SPUR B	LOW	MEDIUM	Needed for administrative use
2104C	NORTH BRANCH OGONTZ SPUR C	MEDIUM	MEDIUM	Needed for administrative use
2105	EVA EAST	MEDIUM	LOW	Needed for administrative use
2107	WHITE SPRUCE	HIGH	MEDIUM	Needed for administrative use
2108	WOODCOCK	HIGH	MEDIUM	Risk of soil impacts, but only access into this area
2109	CONNECTION	LOW	MEDIUM	Needed for administrative use
2109A	CONNECTION SPUR A	LOW	LOW	Needed for administrative use
2111	SECTION 2 SOUTH	LOW	LOW	Needed for administrative use
2113	WEST MCNEIL	LOW	LOW	Needed for administrative use
2113A	WEST MCNEIL SPUR A	LOW	LOW	Needed for administrative use
2117	GRASSY POND	HIGH	MEDIUM	Needed for administrative use
2118	WILDLIFE OPEN ROAD	LOW	MEDIUM	Needed for administrative use
2119	PETES LAKE NORTH	HIGH	LOW	Needed for administrative use
2120	SHORTCUT	MEDIUM	LOW	Needed for administrative use
2121	BOW WEST	LOW	MEDIUM	Needed for administrative use
2122	HANSON CREEK	HIGH	LOW	Needed for administrative use
2122A	HANSON CREEK SPUR A	MEDIUM	LOW	Needed for administrative use
2122C	HANSON CREEK SPUR C	MEDIUM	LOW	Needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
2122D	HANSON CREEK SPUR D	MEDIUM	LOW	Needed for administrative use
2123	ROCKSTONE PIT	MEDIUM	LOW	Needed for administrative use
2124	NORTH MONIQUE	HIGH	LOW	Needed for administrative use
2124B	NORTH MONIQUE SPUR B	MEDIUM	LOW	Needed for administrative use
2126	NO NAME CREEK	MEDIUM	LOW	Needed for administrative use
2126A	NO NAME CREEK SPUR A	MEDIUM	LOW	Needed for administrative use
2127	BOULDER	LOW	LOW	Needed for administrative use
2127A	BOULDER SPUR A	LOW	LOW	Needed for administrative use
2128	WHITE ROAD	HIGH	LOW	Needed for administrative use
2130	LODGE ROAD	HIGH	MEDIUM	Risk of soil impacts and known NNIP occurrence but this will be only access into this area
2131	MURPHY ROAD	LOW	MEDIUM	Needed for administrative use
2132AB	HUTT LAKE ROAD SPUR AB	MEDIUM	MEDIUM	Needed for administrative use
2132AF	HUTT LAKE ROAD SPUR AF	LOW	MEDIUM	Needed for administrative use
2132AF	HUTT LAKE ROAD SPUR AF	MEDIUM	MEDIUM	Needed for administrative use
2132AF	HUTT LAKE ROAD SPUR AF	MEDIUM	MEDIUM	Needed for administrative use
2132CD	HUTT LAKE ROAD SPUR CD	LOW	LOW	Needed for administrative use
2133	OAK FLATS	LOW	MEDIUM	Needed for administrative use
2133A	OAK FLATS SPUR A	LOW	LOW	Needed for administrative use
2134	OAK FLATS SOUTH	MEDIUM	MEDIUM	Needed for administrative use
2135	EXTENSION	MEDIUM	MEDIUM	Needed for administrative use
2136A	77-RIGHT-OF-WAY SPUR A	MEDIUM	LOW	Needed for administrative use
2138	FAR EAST CASH	LOW	MEDIUM	Needed for administrative use
2139	OH DEAR	LOW	LOW	Needed for administrative use
2140	CROSS GRADE EAST	HIGH	MEDIUM	Needed for administrative use
2141	INDIAN POINT NORTH	HIGH	MEDIUM	Needed for administrative use
2141B	INDIAN POINT NORTH SPUR B	MEDIUM	MEDIUM	Needed for administrative use
2141CA	INDIAN POINT NORTH SPUR CA	LOW	MEDIUM	Needed for administrative use
2143B	INTERBREAK SPUR B	HIGH	MEDIUM	Needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
2145	RR SPUR	MEDIUM	LOW	Needed for administrative use
2146	PIPELINE	HIGH	MEDIUM	Needed for administrative use
2148	CHERRY PLAINS	HIGH	MEDIUM	Needed for administrative use
2149	HUMP	HIGH	HIGH	Needed for administrative use
2149C	HUMP SPUR C	LOW	MEDIUM	Needed for administrative use
2149E	HUMP SPUR E	HIGH	MEDIUM	Needed for administrative use
2149F	HUMP SPUR F	HIGH	MEDIUM	Needed for administrative use
2149H	HUMP SPUR H	HIGH	LOW	Needed for administrative use
2149I	HUMP SPUR I	HIGH	LOW	Needed for administrative use
2151	HALF CUT ASPEN	HIGH	LOW	Needed for administrative use
2151A	HALF CUT ASPEN SPUR A	LOW	LOW	Needed for administrative use
2153C	BOLLY ROAD SPUR C	LOW	LOW	Needed for administrative use
2154	DOUBLE SWAMP	HIGH	MEDIUM	Needed for administrative use
2155	BUCK EAST	LOW	LOW	Needed for administrative use
2155A	BUCK EAST SPUR A	LOW	LOW	Needed for administrative use
2160	LUNDBURG	MEDIUM	LOW	Needed for administrative use
2162	STEOA	HIGH	LOW	Needed for administrative use
2163	WEDGE LAKE	LOW	MEDIUM	Needed for administrative use
2163A	WEDGE LAKE SPUR A	LOW	LOW	Needed for administrative use
2163C	WEDGE LAKE SPUR C	LOW	LOW	Needed for administrative use
2164	QUARRY	HIGH	MEDIUM	Needed for administrative use
2165	MALMON CREEK	MEDIUM	MEDIUM	Needed for administrative use
2166	RED LAKE	HIGH	MEDIUM	Needed for administrative use
2166BA	RED LAKE SPUR BA	LOW	LOW	Needed for administrative use
2166C	RED LAKE SPUR C	LOW	LOW	Needed for administrative use
2166D	RED LAKE SPUR D	LOW	LOW	Needed for administrative use
2167	SQUAW CREEK SOUTH	LOW	MEDIUM	Needed for administrative use
2167A	SQUAW CREEK SOUTH SPUR A	MEDIUM	LOW	Needed for administrative use
2168	W CEMETARY	LOW	MEDIUM	Needed for administrative use
2171	GRASSY LAKE BOAT LAUNCH	MEDIUM	LOW	Needed for administrative use
2173	GRASSY LAKE	HIGH	MEDIUM	Needed for administrative use
2173C	GRASSY LAKE SPUR C	HIGH	LOW	Old growth but it is the only public access into McKeever Lake
2173D	GRASSY LAKE SPUR D	LOW	LOW	Needed for administrative use
2173E	GRASSY LAKE SPUR E	HIGH	LOW	Needed for administrative use
2175B	NORTH HILL SPUR B	MEDIUM	LOW	Needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
2176	DIPPER LAKE	LOW	MEDIUM	Needed for administrative use
2179	INDIAN HEAD	LOW	LOW	Needed for administrative use
2179A	INDIAN HEAD SPUR A	LOW	LOW	Needed for administrative use
2180	OSTRANDER LAKE	LOW	MEDIUM	Needed for administrative use
2182	GENDRON	MEDIUM	MEDIUM	Needed for administrative use
2183	FERNVILLE SOUTH	LOW	LOW	Needed for administrative use
2184	DEBARKER	LOW	MEDIUM	Needed for administrative use
2184B	DEBARKER SPUR B	LOW	LOW	Needed for administrative use
2184C	DEBARKER SPUR C			Needed for administrative use
2184D	DEBARKER SPUR D	MEDIUM	MEDIUM	Needed for administrative use
2185A	BURN SPUR A	MEDIUM	MEDIUM	Needed for administrative use
2185BD	BURN SPUR BD	MEDIUM	MEDIUM	Needed for administrative use
2186	CCI	LOW	MEDIUM	Needed for administrative use
2187	FIRE TWO	LOW	LOW	Needed for administrative use
2187A	FIRE TWO SPUR A	LOW	MEDIUM	Needed for administrative use
2188	GRANTS LAKE	HIGH	MEDIUM	Needed for administrative use
2190B	HILL DALE SPUR B	LOW	LOW	Needed for administrative use
2192A	RENO SPUR A	LOW	MEDIUM	Needed for administrative use
2193A	BALDY LAKE SPUR A	HIGH	MEDIUM	Needed for administrative use
2194	LITTLE SQUAW CK.	LOW	MEDIUM	Needed for administrative use
2197	ST VITAL	MEDIUM	MEDIUM	Needed for administrative use
2198	TEMPLE LAKE	LOW	MEDIUM	Needed for administrative use
2201	VAIL	LOW	LOW	Needed for administrative use
2203	EAST MUDDY	LOW	LOW	Needed for administrative use
2208	LITTLE RIVER	HIGH	MEDIUM	Needed for administrative use
2209	MOWE LAKE EAST	HIGH	MEDIUM	Needed for administrative use
2212	EIGHT MILE CUT ACROSS CO RD449	HIGH	MEDIUM	Needed for administrative use
2212A	EIGHT MILE CUT ACROSS SPUR A	LOW	MEDIUM	Needed for administrative use
2212B	EIGHT MILE CUT ACROSS SPUR B	HIGH	HIGH	Needed for administrative use
2212H	EIGHT MILE CUT ACROSS SPUR H	HIGH	MEDIUM	Needed for administrative use
2212K	EIGHT MILE CUT ACROSS SPUR K	MEDIUM	LOW	Needed for administrative use
2212L	EIGHT MILE CUT ACROSS SPUR L	HIGH	LOW	Needed for administrative use
2213	BASS LAKE- NORTHWOODS	HIGH	MEDIUM	Needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
2213D	BASS LAKE-NORTHWOODS SPUR D	LOW	MEDIUM	Needed for administrative use
2215	EAST PIPE	LOW	MEDIUM	Needed for administrative use
2217	JACK PINE TRUCK TRAIL	HIGH	HIGH	Needed for administrative use
2217AA	JACK PINE TRUCK TRAIL SPUR AA	LOW	MEDIUM	Needed for administrative use
2217C	JACK PINE TRUCK TRAIL SPUR C	LOW	MEDIUM	Needed for administrative use
2217CA	JACK PINE TRUCK TRAIL SPUR CA	MEDIUM	MEDIUM	Needed for administrative use
2218	GOOSENECK LAKE	HIGH	HIGH	Needed for administrative use
2218C	GOOSENECK LAKE SPUR C	HIGH	MEDIUM	Needed for administrative use
2218D	GOOSENECK LAKE SPUR D	LOW	LOW	Needed for administrative use
2218EA	GOOSENECK LAKE SPUR EA	HIGH	MEDIUM	Needed for administrative use
2218F	GOOSENECK LAKE SPUR F	HIGH	MEDIUM	Needed for administrative use
2219	OLSON CORNER	HIGH	LOW	Needed for administrative use
2219B	OLSON CORNER SPUR B	MEDIUM	MEDIUM	Needed for administrative use
2222	ADVENT (CO RD N-1)	HIGH	MEDIUM	Needed for administrative use
2222A	ADVENT SPUR A	HIGH	LOW	Needed for administrative use
2222C	ADVENT SPUR C	LOW	MEDIUM	Needed for administrative use
2222D	ADVENT SPUR D	LOW	MEDIUM	Needed for administrative use
2222F	ADVENT SPUR F	LOW	LOW	Needed for administrative use
2222N	ADVENT SPUR N	MEDIUM	LOW	Needed for administrative use
2223	CHICAGO LAKE RD (CO RD 442)			Needed for administrative use
2223A	CHICAGO LAKE SPUR A	MEDIUM	MEDIUM	Needed for administrative use
2223AA	CHICAGO LAKE SPUR AA	LOW	MEDIUM	Needed for administrative use
2223D	CHICAGO LAKE SPUR D	MEDIUM	LOW	Needed for administrative use
2223O	CHICAGO LAKE SPUR O	HIGH	LOW	Needed for administrative use
2223PB	CHICAGO LAKE SPUR PB	LOW	MEDIUM	Needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
2223R	CHICAGO LAKE SPUR R	HIGH	MEDIUM	Needed for administrative use
2223S	CHICAGO LAKE SPUR S	HIGH	MEDIUM	Needed for administrative use
2223T	CHICAGO LAKE SPUR T	HIGH	LOW	Needed for administrative use
2224	STEVENS LAKE (N-3)			Needed for administrative use
2224A	STEVENS LAKE SPUR A	HIGH	MEDIUM	Needed for administrative use
2224B	STEVENS LAKE SPUR B	LOW	LOW	Needed for administrative use
2224C	STEVENS LAKE SPUR C	LOW	LOW	Needed for administrative use
2225	BOOTH	LOW	MEDIUM	Needed for administrative use
2225BA	BOOTH SPUR BA	MEDIUM	LOW	Needed for administrative use
2225BC	BOOTH SPUR BC	MEDIUM	LOW	Needed for administrative use
2226	ISABELLA (L-3)	HIGH	MEDIUM	Needed for administrative use
2226B	ISABELLA SPUR B	HIGH	LOW	Needed for administrative use
2226C	ISABELLA SPUR C	LOW	MEDIUM	Needed for administrative use
2226F	ISABELLA SPUR F	LOW	MEDIUM	Needed for administrative use
2227	WEST PIPE	MEDIUM	LOW	Needed for administrative use
2228	MORMON NORTH	MEDIUM	LOW	Needed for administrative use
2228A	MORMON NORTH SPUR A	MEDIUM	LOW	Needed for administrative use
2228C	MORMON NORTH SPUR C	MEDIUM	LOW	Needed for administrative use
2229	STURGEON RIVER	HIGH	MEDIUM	Needed for administrative use
2229A	STURGEON RIVER SPUR A	MEDIUM	LOW	Needed for administrative use
2229B	STURGEON RIVER SPUR B	MEDIUM	LOW	Needed for administrative use
2229D	STURGEON RIVER SPUR D	MEDIUM	LOW	Needed for administrative use
2229E	STURGEON RIVER SPUR E	LOW	LOW	Needed for administrative use
2229I	STURGEON RIVER SPUR I	LOW	MEDIUM	Needed for administrative use
2229J	STURGEON RIVER SPUR J	MEDIUM	LOW	Needed for administrative use
2229K	STURGEON RIVER SPUR K	HIGH	MEDIUM	Needed for administrative use
2231	MORMON CREEK	HIGH	MEDIUM	Needed for administrative use
2231AB	MORMAN CREEK	HIGH	LOW	Needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
	SPUR AB			
2231C	MORMON CREEK SPUR C	LOW	LOW	Needed for administrative use
2231CA	MORMON CREEK SPUR CA	MEDIUM	LOW	Needed for administrative use
2231D	MORMON CREEK SPUR D	MEDIUM	MEDIUM	Needed for administrative use
2231E	MORMON CREEK SPUR E			Needed for administrative use
2231F	MORMON CREEK SPUR F	HIGH	LOW	Needed for administrative use
2231FA	MORMON CREEK SPUR FA	HIGH	LOW	Needed for administrative use
2231G	MORMON CREEK SPUR G			Needed for administrative use
2231I	MORMON CREEK SPUR I	MEDIUM	LOW	Needed for administrative use
2231ZZ	MORMON CREEK SPUR ZZ	MEDIUM	MEDIUM	Needed for administrative use
2233	LITTLE BLACK RIVER	HIGH	HIGH	Needed for administrative use
2233A	LITTLE BLACK RIVER SPUR A	HIGH	MEDIUM	Needed for administrative use
2233AA	LITTLE BLACK RIVER SPUR AA	HIGH	MEDIUM	Needed for administrative use
2233C	LITTLE BLACK RIVER SPUR C	HIGH	MEDIUM	Needed for administrative use
2233D	LITTLE BLACK RIVER SPUR D			Needed for administrative use
2233E	LITTLE BLACK RIVER SPUR E	MEDIUM	MEDIUM	Needed for administrative use
2233F	LITTLE BLACK RIVER SPUR F	HIGH	MEDIUM	Needed for administrative use
2233FA	LITTLE BLACK RIVER SPUR FA	MEDIUM	MEDIUM	Needed for administrative use
2233G	LITTLE BLACK RIVER SPUR G			Needed for administrative use
2233H	LITTLE BLACK RIVER SPUR H	MEDIUM	MEDIUM	Needed for administrative use
2233J	LITTLE BLACK RIVER SPUR J	LOW	MEDIUM	Needed for administrative use
2233K	LITTLE BLACK RIVER SPUR K	MEDIUM	MEDIUM	Needed for administrative use
2233L	LITTLE BLACK RIVER SPUR L			Needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
2233N	LITTLE BLACK RIVER SPUR N	LOW	MEDIUM	Needed for administrative use
2233O	LITTLE BLACK RIVER SPUR O	LOW	MEDIUM	Needed for administrative use
2233P	LITTLE BLACK RIVER SPUR P	MEDIUM	MEDIUM	Needed for administrative use
2233Q	LITTLE BLACK RIVER SPUR Q	HIGH	MEDIUM	Needed for administrative use
2233QA	LITTLE BLACK RIVER SPUR QA	MEDIUM	LOW	Needed for administrative use
2233QB	LITTLE BLACK RIVER SPUR QB	MEDIUM	MEDIUM	Needed for administrative use
2233QC	LITTLE BLACK RIVER SPUR QC	MEDIUM	LOW	Needed for administrative use
2233QR	LITTLE BLACK RIVER SPUR QR	MEDIUM	MEDIUM	Needed for administrative use
2233R	LITTLE BLACK RIVER SPUR R	LOW	MEDIUM	Needed for administrative use
2233S	LITTLE BLACK RIVER SPUR S	MEDIUM	LOW	Needed for administrative use
2233W	LITTLE BLACK RIVER SPUR 2	MEDIUM	MEDIUM	Needed for administrative use
2234	RR TRUCK TRAIL CO RD - 509-H05			Needed for administrative use
2234E	RR TRUCK TRAIL SPUR E	HIGH	MEDIUM	Needed for administrative use
2234EA	RR TRUCK TRAIL SPUR EA	LOW	MEDIUM	Needed for administrative use
2234F	RR TRUCK TRAIL SPUR F			Needed for administrative use
2234J	RR TRUCK TRAIL SPUR J	LOW	LOW	Needed for administrative use
2234K	RR TRUCK TRAIL SPUR K	MEDIUM	LOW	Needed for administrative use
2234N	RR TRUCK TRAIL SPUR N	LOW	LOW	Needed for administrative use
2234O	RR TRUCK TRAIL SPUR O	LOW	LOW	Needed for administrative use
2234R	RR TRUCK TRAIL SPUR R	LOW	MEDIUM	Needed for administrative use
2234U	RR TRUCK TRAIL SPUR U	MEDIUM	MEDIUM	Needed for administrative use
2235	ENSIGN	MEDIUM	LOW	Needed for administrative use
2235AA	ENSIGN SPUR	LOW	LOW	Needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
	2235AA			
2235B	ENSIGN SPUR B	MEDIUM	LOW	Needed for administrative use
2235C	ENSIGN SPUR C	LOW	LOW	Needed for administrative use
2235CA	ENSIGN ROAD SPUR CA	LOW	LOW	Needed for administrative use
2235E	ENSIGN SPUR E	MEDIUM	LOW	Needed for administrative use
2235EA	ENSIGN SPUR EA	MEDIUM	LOW	Needed for administrative use
2235EE	ENSIGN SPUR EE	HIGH	LOW	Needed for administrative use
2235F	ENSIGN SPUR F	HIGH	MEDIUM	Needed for administrative use
2235FA	ENSIGN SPUR FA	MEDIUM	MEDIUM	Needed for administrative use
2235G	ENSIGN SPUR G	HIGH	MEDIUM	Needed for administrative use
2235GB	ENSIGN SPUR GB	LOW	MEDIUM	Needed for administrative use
2235I	ENSIGN SPUR I	LOW	LOW	Needed for administrative use
2235J	ENSIGN SPUR J	HIGH	MEDIUM	Needed for administrative use
2235K	ENSIGN SPUR K	MEDIUM	MEDIUM	Needed for administrative use
2235L	ENSIGN SPUR L	HIGH	LOW	Needed for administrative use
2235LE	ENSIGN SPUR LE	LOW	MEDIUM	Needed for administrative use
2235M	ENSIGN SPUR M	MEDIUM	LOW	Needed for administrative use
2235N	ENSIGN SPUR N	LOW	MEDIUM	Needed for administrative use
2235NA	ENSIGN SPUR NA	MEDIUM	LOW	Needed for administrative use
2235Q	ENSIGN SPUR Q			Needed for administrative use
2235R	ENSIGN SPUR R	HIGH	LOW	Needed for administrative use
2235S	ENSIGN SPUR S	LOW	LOW	Needed for administrative use
2235U	ENSIGN SPUR U	LOW	MEDIUM	Needed for administrative use
2235V	ENSIGN SPUR V	LOW	MEDIUM	Needed for administrative use
2235W	ENSIGN SPUR W	LOW	LOW	Needed for administrative use
2235XX	ENSIGN SPUR XX	MEDIUM	MEDIUM	Needed for administrative use
2235Y	ENSIGN SPUR Y	MEDIUM	MEDIUM	Needed for administrative use
2235YB	ENSIGN SPUR YB	MEDIUM	LOW	Needed for administrative use
2235Z	ENSIGN SPUR Z	HIGH	LOW	Needed for administrative use
2236	BUCKEYE (CO RD I-10)			Needed for administrative use
2236C	BUCKEYE SPUR C	HIGH	MEDIUM	Needed for administrative use
2236F	BUCKEYE SPUR F	HIGH	MEDIUM	Needed for administrative use
2237A	SAME BILL TWO SPUR A	HIGH	MEDIUM	Needed for administrative use
2238	HIDDEN LAKE	HIGH	HIGH	Needed for administrative use
2239	MCDONALD LAKE SPUR	HIGH	LOW	Needed for administrative use
2240A	UPPER EIGHTEEN	LOW	LOW	Needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
	SPUR A			
2240AA	UPPER EIGHTEEN SPUR AA	LOW	LOW	Needed for administrative use
2242	SHIELD	LOW	LOW	Needed for administrative use
2242C	SHIELD SPUR C	LOW	MEDIUM	Needed for administrative use
2243	NORTH MUDDY	MEDIUM	MEDIUM	Needed for administrative use
2243A	NORTH MUDDY SPUR A	MEDIUM	MEDIUM	Needed for administrative use
2245	STUTTS EAST	HIGH	MEDIUM	Needed for administrative use
2246	CLEAR LAKE	HIGH	MEDIUM	Needed for administrative use
2246A	CLEAR LAKE SPUR A	LOW	MEDIUM	Needed for administrative use
2246G	CLEAR LAKE SPUR G	LOW	MEDIUM	Needed for administrative use
2246I	CLEAR LAKE SPUR I	HIGH	LOW	Needed for administrative use
2246K	CLEAR LAKE SPUR K	LOW	LOW	Needed for administrative use
2246L	CLEAR LAKE SPUR L	LOW	LOW	Needed for administrative use
2247	SOUTH STUTTS	LOW	MEDIUM	Needed for administrative use
2247D	SOUTH STUTTS SPUR D	HIGH	LOW	Needed for administrative use
2250	BLUE LAKE	MEDIUM	HIGH	Needed for administrative use
2251	HANLEY	HIGH	MEDIUM	Needed for administrative use
2252	BEAVER CREEK	HIGH	MEDIUM	Needed for administrative use
2253	SCOTTS	HIGH	HIGH	Needed for administrative use
2253B	SCOTTS SPUR B	MEDIUM	MEDIUM	Needed for administrative use
2253C	SCOTTS SPUR C	MEDIUM	LOW	Needed for administrative use
2253E	SCOTTS SPUR E	MEDIUM	LOW	Needed for administrative use
2253J	SCOTTS SPUR J	MEDIUM	MEDIUM	Needed for administrative use
2253L	SCOTTS SPUR L	LOW	LOW	Needed for administrative use
2254	KENTUCKY BUCKHORN(445/H09)			Needed for administrative use
2254B	BUCKHORN SPUR B	LOW	LOW	Needed for administrative use
2254C	BUCKHORN SPUR C			Needed for administrative use
2254D	KENTUCKY SPUR D	HIGH	LOW	Needed for administrative use
2254L	KENTUCKY SPUR L	HIGH	MEDIUM	Needed for administrative use
2254Q	BUCKHORN SPUR Q	LOW	MEDIUM	Needed for administrative use
2256	PETE'S LAKE CAMPGROUND	HIGH	MEDIUM	Needed for administrative use
2257	LITTLE INDIAN	HIGH	HIGH	Needed for administrative use
2258	TEN MILE-LITTLE INDIAN	MEDIUM	HIGH	Needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
2258O	TEN MILE-LITTLE INDIAN SPUR O	LOW	MEDIUM	Needed for administrative use
2259	ROUND LK-STEUBEN (FH-78-CR440)			Needed for administrative use
2259C	ROUND LK STEUBEN SPUR C	MEDIUM	MEDIUM	Needed for administrative use
2259J	ROUND LAKE-STEUBEN SPUR J	MEDIUM	MEDIUM	Needed for administrative use
2261	RED JACK	HIGH	MEDIUM	Needed for administrative use
2262	WIDEWATERS CMP GRD	MEDIUM	HIGH	Needed for administrative use
2262B	WIDEWATERS SPUR B	LOW	LOW	Needed for administrative use
2263	TIE HILL-LONG LAKE	MEDIUM	MEDIUM	Needed for administrative use
2264	COALWOOD	MEDIUM	HIGH	Needed for administrative use
2264G	COALWOOD SPUR G	HIGH	LOW	Needed for administrative use
2264H	COALWOOD SPUR H	MEDIUM	LOW	Needed for administrative use
2265	LONG LAKE	LOW	MEDIUM	Needed for administrative use
2265A	LONG LAKE SPUR A	LOW	MEDIUM	Needed for administrative use
2266	THREE LAKES	HIGH	MEDIUM	Needed for administrative use
2266D	THREE LAKES SPUR D	HIGH	MEDIUM	Needed for administrative use
2267	SIXTEEN MILE LAKE			Needed for administrative use
2267C	SIXTEEN MILE LAKE ROAD SPUR C	MEDIUM	LOW	Needed for administrative use
2268	DOE LAKE (FH-80)(CO RD 44)			Needed for administrative use
2268A	DOE LAKE SPUR A	LOW	MEDIUM	Needed for administrative use
2268B	DOE LAKE SPUR B	MEDIUM	MEDIUM	Needed for administrative use
2268BB	DOE LAKE SPUR BB	MEDIUM	MEDIUM	Needed for administrative use
2268D	DOE LAKE SPUR D	MEDIUM	MEDIUM	Needed for administrative use
2268I	DOE LAKE RD SPUR I	MEDIUM	MEDIUM	Needed for administrative use
2269	BAY DE NOC	HIGH	MEDIUM	Needed for administrative use
2269C	BAY DE NOC SPUR C	LOW	MEDIUM	Needed for administrative use
2270	SOWEST	LOW	MEDIUM	Needed for administrative use
2271	LAKE STELLA EAST	HIGH	MEDIUM	Needed for administrative use
2271A	LAKE STELLA EAST SPUR A			Needed for administrative use
2274D	RIDGE SPUR D	MEDIUM	LOW	Needed for administrative use
2274H	RIDGE SPUR H	HIGH	LOW	Needed for administrative use
2274M	RIDGE SPUR M	LOW	LOW	Needed for administrative use
2275	BAY FURNACE CAMPGROUND	HIGH	HIGH	Needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
2276B	COLE CREEK SPUR B	MEDIUM	LOW	Needed for administrative use
2276C	COLE CREEK SPUR C	LOW	LOW	Needed for administrative use
2276G	COLE CREEK SPUR G	MEDIUM	MEDIUM	Needed for administrative use
2276I	COLE CREEK SPUR I	LOW	LOW	Needed for administrative use
2276IA	COLE CREEK SPUR IA	MEDIUM	LOW	Needed for administrative use
2276IB	COLE CREEK SPUR IB	LOW	LOW	Needed for administrative use
2276JA	COLE CREEK SPUR JA			Needed for administrative use
2276K	COLE CREEK SPUR K			Needed for administrative use
2276L	COLE CREEK SPUR L	LOW	LOW	Needed for administrative use
2276P	COLE CREEK SPUR P	MEDIUM	LOW	Needed for administrative use
2276S	COLE CREEK SPUR S	MEDIUM	LOW	Needed for administrative use
2276T	COLE CREEK SPUR T	MEDIUM	LOW	Needed for administrative use
2276TC	COLE CREEK SPUR TC	MEDIUM	LOW	Needed for administrative use
2277	BOW	HIGH	MEDIUM	Needed for administrative use
2278A	AUTRAIN-FOREST LAKE SPUR A			Needed for administrative use
2279	ROCK RIVER (H-01)			Needed for administrative use
2280	LITTLE POLE LAKE	HIGH	MEDIUM	Needed for administrative use
2280A	LITTLE POLE LAKE SPUR A	HIGH	MEDIUM	Needed for administrative use
2281	BUCKEYE GRADE NORTH	LOW	MEDIUM	Needed for administrative use
2281D	BUCKEYE GRADE NORTH SPUR D	HIGH	LOW	Needed for administrative use
2281DA	BUCKEYE GRADE NORTH SPUR DA	LOW	LOW	Needed for administrative use
2281DB	BUCKEYE GRADE NORTH SPUR DB	LOW	LOW	Needed for administrative use
2281DC	BUCKEYE GRADE NORTH SPUR DC	MEDIUM	LOW	Needed for administrative use
2281F	BUCKEYE GRADE SPUR F	LOW	LOW	Needed for administrative use
2281G	BUCKEYE GRADE NORTH SPUR G	LOW	MEDIUM	Needed for administrative use
2284C	BOOT LAKE SPUR C	LOW	LOW	Needed for administrative use
2285	TROUT LAKE RD			Needed for administrative use
2285A	TROUT LAKE RD SPUR A	LOW	LOW	Needed for administrative use
2286	POND	LOW	LOW	Needed for administrative use
2288	FOLTZ	HIGH	MEDIUM	Needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
2288A	FOLTZ SPUR A	HIGH	MEDIUM	Needed for administrative use
2288AB	FOLTZ SPUR AB	LOW	MEDIUM	Needed for administrative use
2288AC	FOLTZ SPUR AC	LOW	LOW	Needed for administrative use
2288B	FOLTZ SPUR B			Needed for administrative use
2289	ZEBART	LOW	MEDIUM	Needed for administrative use
2290	ZEONE	LOW	MEDIUM	Needed for administrative use
2291	RIELLY LAKE	HIGH	HIGH	Needed for administrative use
2292	PAQUETTE LAKE	HIGH	MEDIUM	Needed for administrative use
2292A	PAQUETTE LAKE SPUR A			Needed for administrative use
2293C	FALLS ROAD SPUR C	HIGH	LOW	Needed for administrative use
2294	LAKE STELLA WEST			Needed for administrative use
2295	SAUL LAKE	LOW	LOW	Needed for administrative use
2295B	SAUL LAKE SPUR B	LOW	LOW	Needed for administrative use
2296	SAUL LAKE SPUR	LOW	MEDIUM	Needed for administrative use
2296B	SAUL LAKE SPUR_B	MEDIUM	LOW	Needed for administrative use
2297	BIRDY	LOW	MEDIUM	Needed for administrative use
2301	NORTH LILY LAKE	LOW	MEDIUM	Needed for administrative use
2302	KLONDIKE	HIGH	MEDIUM	Needed for administrative use
2302H	KLONDIKE SPUR H	HIGH	MEDIUM	Needed for administrative use
2304	STUMP LAKE	LOW	LOW	Needed for administrative use
2305	FENTON CREEK	HIGH	LOW	Needed for administrative use
2306	SCOTTS MARSH	HIGH	LOW	Needed for administrative use
2307	SHAGGY SPRUCE	MEDIUM	LOW	Needed for administrative use
2307AA	SHAGGY SPRUCE SPUR AA	MEDIUM	LOW	Needed for administrative use
2308	WEEHAW	LOW	MEDIUM	Needed for administrative use
2310	CLEM	MEDIUM	MEDIUM	Needed for administrative use
2311	LINQUIST	LOW	MEDIUM	Needed for administrative use
2312	SOUTH HIDDEN LAKE	HIGH	MEDIUM	Needed for administrative use
2313	KERRY	MEDIUM	LOW	Needed for administrative use
2314	NORTH FINN	MEDIUM	LOW	Needed for administrative use
2316	BAUMAN	HIGH	LOW	Needed for administrative use
2316B	BAUMAN SPUR B	HIGH	LOW	Needed for administrative use
2318	SAND LAKE	HIGH	LOW	Needed for administrative use
2319A	BILLS CREEK SOUTH SPUR A	LOW	LOW	Needed for administrative use
2320	CLEAR LAKE CAMP	HIGH	MEDIUM	Needed for administrative use
2321A	TEN DOLLAR EAST SPUR A	HIGH	MEDIUM	Needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
2321BA	TEN DOLLAR EAST SPUR BA	MEDIUM	MEDIUM	Needed for administrative use
2323	LARD LAKE	MEDIUM	LOW	Needed for administrative use
2324	NEBEL PIT	LOW	LOW	Needed for administrative use
2327	AMICH	LOW	MEDIUM	Needed for administrative use
2327A	AMICH SPUR A	LOW	MEDIUM	Needed for administrative use
2328B	TAMICH SPUR C	LOW	MEDIUM	Needed for administrative use
2328C	TAMICH SPUR C	LOW	MEDIUM	Needed for administrative use
2329	BAR LAKE	LOW	MEDIUM	Needed for administrative use
2329A	BAR LAKE SPUR A	LOW	LOW	Needed for administrative use
2330	DOWEL	LOW	MEDIUM	Needed for administrative use
2332	HENRY BULLOCK	HIGH	MEDIUM	Needed for administrative use
2334	SOUTH CROSS	HIGH	MEDIUM	Needed for administrative use
2335	SOUTH CROSS LOOP	LOW	LOW	Needed for administrative use
2336	SPHAGNUM LAKE	HIGH	MEDIUM	Needed for administrative use
2336A	SPHAGNUM LAKE SPUR A	HIGH	MEDIUM	Needed for administrative use
2337	GARVEY PONDS	HIGH	MEDIUM	Needed for administrative use
2338	W BRANCH WHITEFISH	HIGH	MEDIUM	Needed for administrative use
2339	W BRANCH WHITEFISH SOUTH	LOW	LOW	Needed for administrative use
2341	WEST HOVEY	LOW	MEDIUM	Needed for administrative use
2341B	WEST HOVEY SPUR B	LOW	LOW	Needed for administrative use
2343	BC COOKE SPUR	HIGH	MEDIUM	Needed for administrative use
2344	CLEMLAND	HIGH	MEDIUM	Needed for administrative use
2348	BEECH ROAD	MEDIUM	MEDIUM	Needed for administrative use
2349	BC COOKE	HIGH	HIGH	Needed for administrative use
2350	BLACK CREEK NORTH	HIGH	MEDIUM	Needed for administrative use
2350A	BLACK CREEK NOTH SPUR A	MEDIUM	MEDIUM	Needed for administrative use
2351	PLANTATION LOOP	MEDIUM	MEDIUM	Needed for administrative use
2352	WACO LAKE WEST	HIGH	MEDIUM	Needed for administrative use
2352A	WACO LAKE WEST SPUR A	HIGH	MEDIUM	Needed for administrative use
2352B	WACO LAKE WEST SPUR B	HIGH	LOW	Needed for administrative use
2352C	WACO LAKE WEST SPUR C	HIGH	LOW	Needed for administrative use
2352D	WACO LAKE WEST SPUR D	HIGH	MEDIUM	Needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
2353	WACO HILL	LOW	MEDIUM	Needed for administrative use
2353A	WACO HILL SPUR A	LOW	LOW	Needed for administrative use
2354	CARLEY	HIGH	MEDIUM	Needed for administrative use
2354A	CARLEY SPUR A	MEDIUM	LOW	Needed for administrative use
2354B	CARLEY SPUR B	MEDIUM	LOW	Needed for administrative use
2354D	CARLEY SPUR D	MEDIUM	MEDIUM	Needed for administrative use
2355	TRIANGLE LEG	LOW	MEDIUM	Needed for administrative use
2357	ONE MILE	LOW	MEDIUM	Needed for administrative use
2358	OTTER LAKE			Needed for administrative use
2358B	OTTER LAKE SPUR B	LOW	LOW	Needed for administrative use
2359	TROIS LAC	HIGH	MEDIUM	Needed for administrative use
2360	KITTEN LAKE	MEDIUM	LOW	Needed for administrative use
2362	TRUEMAN LAKE	LOW	MEDIUM	Needed for administrative use
2363	MISTY LAKE	LOW	MEDIUM	Needed for administrative use
2364	HEED	LOW	MEDIUM	Needed for administrative use
2365	SHORT HAUL	LOW	HIGH	Needed for administrative use
2368	RIVER BEND	LOW	MEDIUM	Needed for administrative use
2371	WEST MUDDY	LOW	HIGH	Needed for administrative use
2372	HARTNEY LAKE	LOW	MEDIUM	Needed for administrative use
2374	EAST SCHAAWE LAKE	HIGH	MEDIUM	Needed for administrative use
2377	DUMP ROAD	HIGH	MEDIUM	Needed for administrative use
2378A	RICH SPUR A	MEDIUM	LOW	Needed for administrative use
2378C	RICH SPUR C	MEDIUM	LOW	Needed for administrative use
2379	MISSING CREEK	LOW	MEDIUM	Needed for administrative use
2379A	MISSING CREEK SPUR A	LOW	MEDIUM	Needed for administrative use
2380	NATIONAL	LOW	LOW	Needed for administrative use
2383	EENUAGEN	LOW	MEDIUM	Needed for administrative use
2383B	EENUAGEN SPUR B	LOW	MEDIUM	Needed for administrative use
2383C	EENUAGEN SPUR C	MEDIUM	LOW	Needed for administrative use
2384	NEGAUNEE	LOW	MEDIUM	Needed for administrative use
2385A	HILLY SPUR A	MEDIUM	HIGH	Needed for administrative use
2386A	LITTLE STEVENS NORTH SPUR A	LOW	LOW	Needed for administrative use
2386B	LITTLE STEVENS NORTH SPUR B	LOW	LOW	Needed for administrative use
2387	SHARPTAIL TRAIL	HIGH	MEDIUM	Needed for administrative use
2389	FERTILIZER	LOW	LOW	Needed for administrative use
2392	VAIL EAST	LOW	LOW	Needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
2392A	VAIL EAST SPUR A	LOW	LOW	Needed for administrative use
2392B	VAIL EAST SPUR B	LOW	MEDIUM	Needed for administrative use
2392C	VAIL EAST SPUR C	MEDIUM	MEDIUM	Needed for administrative use
2393	HOOK ROAD	LOW	LOW	Needed for administrative use
2394	MISPLACED	LOW	MEDIUM	Needed for administrative use
2395	BAHMA			Needed for administrative use
2396	ICHI	MEDIUM	MEDIUM	Needed for administrative use
2396B	ICHI SPUR B	MEDIUM	LOW	Needed for administrative use
2397	RELEASE	LOW	LOW	Needed for administrative use
2398	LTS	HIGH	HIGH	Needed for administrative use
2398C	LTS SPUR SPUR C	LOW	LOW	Needed for administrative use
2401	BIG RIVER (K-33)	MEDIUM	MEDIUM	Needed for administrative use
2401B	BIG RIVER SPUR B	MEDIUM	LOW	Needed for administrative use
2404	RAMSDAM			Needed for administrative use
2406	LAKE MOWE WEST	HIGH	MEDIUM	Needed for administrative use
2407	SPRING CREEK	HIGH	MEDIUM	Needed for administrative use
2407E	SPRING CREEK SPUR E	HIGH	LOW	Needed for administrative use
2407I	SPRING CREEK SPUR I	MEDIUM	LOW	Needed for administrative use
2408	MC IGEE CREEK	HIGH	MEDIUM	Needed for administrative use
2408A	MC IGEE CREEK SPUR A	MEDIUM	LOW	Needed for administrative use
2408AB	MC IGEE CREEK SPUR AB	LOW	LOW	Needed for administrative use
2408AC	MC IGEE CREEK SPUR AC	MEDIUM	LOW	Needed for administrative use
2408AD	MC IGEE CREEK SPUR AD	LOW	LOW	Needed for administrative use
2408AE	MC IGEE CREEK SPUR AE	LOW	LOW	Needed for administrative use
2408C	MC IGEE CREEK SPUR C	MEDIUM	LOW	Needed for administrative use
2408F	MC IGEE CREEK SPUR F	MEDIUM	LOW	Needed for administrative use
2408G	MC IGEE CREEK SPUR G	MEDIUM	MEDIUM	Needed for administrative use
2408H	MC IGEE CREEK SPUR H	MEDIUM	LOW	Needed for administrative use
2410	CACHE LAKE	HIGH	LOW	Needed for administrative use
2410C	CACHE LAKE SPUR C	LOW	MEDIUM	Needed for administrative use
2410E	CACHE LAKE SPUR E	MEDIUM	MEDIUM	Needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
2410G	CACHE LAKE SPUR G	MEDIUM	MEDIUM	Needed for administrative use
2411	VANS CAMP	HIGH	LOW	Needed for administrative use
2411B	VANS CAMP SPUR B	MEDIUM	LOW	Needed for administrative use
2412	STURGEON RIVER EAST	LOW	MEDIUM	Needed for administrative use
2412A	STURGEON RIVER EAST SPUR A	MEDIUM	MEDIUM	Needed for administrative use
2413	MOSS LAKE	LOW	MEDIUM	Needed for administrative use
2414	OLD BOTTLE	MEDIUM	LOW	Needed for administrative use
2415A	KITCH ITI KI PI NORTH SPUR A	LOW	LOW	Needed for administrative use
2415B	KITCH-ITI-KI-PI NORTH SPUR B	LOW	LOW	Needed for administrative use
2416	JOE LAKE	LOW	LOW	Needed for administrative use
2416B	JOE LAKE SPUR B	LOW	LOW	Needed for administrative use
2416C	JOE LAKE SPUR C	LOW	LOW	Needed for administrative use
2416D	JOE LAKE SPUR D			Needed for administrative use
2417	SAWMILL	HIGH	MEDIUM	Needed for administrative use
2417E	SAWMILL SPUR E	LOW	MEDIUM	Needed for administrative use
2417F	SAWMILL SPUR F	LOW	MEDIUM	Needed for administrative use
2418	RICHARDS MILL	MEDIUM	MEDIUM	Needed for administrative use
2419	CORNELL LAKE	LOW	MEDIUM	Needed for administrative use
2419A	CORNELL LAKE SPUR A	LOW	MEDIUM	Needed for administrative use
2419B	CORNELL LAKE SPUR B	LOW	MEDIUM	Needed for administrative use
2420	IRON CREEK BOG	LOW	MEDIUM	Needed for administrative use
2421	SHOE PAC LAKE	HIGH	MEDIUM	Needed for administrative use
2422A	EIGHTEEN MILE CREEK N SPUR A	MEDIUM	LOW	Needed for administrative use
2422C	EIGHTEEN MILE CREEK N SPUR C	LOW	LOW	Needed for administrative use
2423	KENOBO LAKE	HIGH	LOW	Needed for administrative use
2424	ODELL POND	MEDIUM	LOW	Needed for administrative use
2425	FIVE JACKS	LOW	MEDIUM	Needed for administrative use
2426D	BISHOP LAKE SPUR D	LOW	LOW	Needed for administrative use
2426E	BISHOP LAKE SPUR E	MEDIUM	MEDIUM	Needed for administrative use
2427	HAMILTON MARSH	HIGH	MEDIUM	Needed for administrative use
2427A	HAMILTON MARSH SPUR A	LOW	LOW	Needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
2427AA	HAMILTON MARSH SPUR AA	LOW	LOW	Needed for administrative use
2427AB	HAMILTON MARSH SPUR AB	LOW	LOW	Needed for administrative use
2427B	HAMILTON MARSH SPUR B	LOW	LOW	Needed for administrative use
2427C	HAMILTON MARSH SPUR C	LOW	LOW	Needed for administrative use
2427E	HAMILTON MARSH SPUR E	LOW	MEDIUM	Needed for administrative use
2427F	HAMILTON MARSH SPUR F	LOW	MEDIUM	Needed for administrative use
2428	CHIPPENY CREEK	HIGH	MEDIUM	Needed for administrative use
2428A	CHIPPENY CREEK SPUR A	HIGH	LOW	Needed for administrative use
2428B	CHIPPENY CREEK SPUR B	LOW	LOW	Needed for administrative use
2428C	CHIPPENY CREEK SPUR C	LOW	LOW	Needed for administrative use
2428D	CHIPPENY CREEK SPUR D	LOW	LOW	Needed for administrative use
2428J	CHIPPENY CREEK SPUR J	MEDIUM	LOW	Needed for administrative use
2428K	CHIPPENY CREEK SPUR K	MEDIUM	LOW	Needed for administrative use
2428L	CHIPPENY CREEK SPUR L	MEDIUM	LOW	Needed for administrative use
2428M	CHIPPENY CREEK SPUR M	LOW	MEDIUM	Needed for administrative use
2428MA	CHIPPENY CREEK SPUR MA	LOW	MEDIUM	Needed for administrative use
2429	BREITZMAN	HIGH	LOW	Needed for administrative use
2431A	BANDED PINE SPUR A	LOW	MEDIUM	Needed for administrative use
2434B	THREE ISLAND LAKE SPUR B	LOW	LOW	Needed for administrative use
2434CA	THREE ISLAND LAKE SPUR CA	LOW	LOW	Needed for administrative use
2434CB	THREE ISLAND LAKE SPUR CB	LOW	LOW	Needed for administrative use
2434H	THREE ISLAND LAKE SPUR H	LOW	LOW	Needed for administrative use
2435	BASS LAKE	HIGH	MEDIUM	Needed for administrative use
2435A	BASS LAKE SPUR A	MEDIUM	LOW	Needed for administrative use
2435B	BASS LAKE SPUR B	MEDIUM	MEDIUM	Needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
2435C	BASS LAKE SPUR C	LOW	MEDIUM	Needed for administrative use
2436	MOLLY LAKE	HIGH	HIGH	Needed for administrative use
2436E	MOLLY LAKE SPUR E	HIGH	LOW	Needed for administrative use
2437	LEVELLE	LOW	LOW	Needed for administrative use
2437A	LEVELLE SPUR A	LOW	LOW	Needed for administrative use
2437AA	LEVELLE SPUR AA	LOW	LOW	Needed for administrative use
2437B	LEVELLE SPUR B	MEDIUM	LOW	Needed for administrative use
2438	ARROWHEAD LAKE	HIGH	HIGH	Needed for administrative use
2438B	ARROWHEAD LAKE SPUR B	HIGH	LOW	Needed for administrative use
2440	LITTLE BLACK CREEK	HIGH	MEDIUM	Needed for administrative use
2440A	LITTLE BLACK CREEK SPUR A	MEDIUM	MEDIUM	Needed for administrative use
2440B	LITTLE BLACK CREEK SPUR B	LOW	MEDIUM	Needed for administrative use
2440CA	LITTLE BLACK CREEK SPUR CA	MEDIUM	MEDIUM	Needed for administrative use
2440CB	LITTLE BLACK CREEK SPUR CB	MEDIUM	MEDIUM	Needed for administrative use
2443	BIG PINE	LOW	MEDIUM	Needed for administrative use
2444	CASEY	HIGH	LOW	Needed for administrative use
2445	WHITEFISH YEW	HIGH	LOW	Needed for administrative use
2445C	WHTIEFISH YEW SPUR C	LOW	LOW	Needed for administrative use
2446	FERGUSON	HIGH	LOW	Needed for administrative use
2446A	FERGUSON SPUR A	MEDIUM	LOW	Needed for administrative use
2447	HEMLOCK RIDGE	HIGH	LOW	Needed for administrative use
2449	PINE PLAINS	HIGH	MEDIUM	Needed for administrative use
2452	TRIANGLE LAKE NORTH	HIGH	LOW	Needed for administrative use
2453	LITTLE SQUAW	MEDIUM	LOW	Needed for administrative use
2455	BASIN LANDING	MEDIUM	HIGH	Needed for administrative use
2456	CARN	LOW	MEDIUM	Needed for administrative use
2457	CAMP R PONDS	LOW	MEDIUM	Needed for administrative use
2457B	CAMP R PONDS			Needed for administrative use
2459	NORTH HEMLOCK	LOW	MEDIUM	Needed for administrative use
2460	ONE SCORE	LOW	MEDIUM	Needed for administrative use
2461	BUFFORD LAKE	MEDIUM	LOW	Needed for administrative use
2463	POND	MEDIUM	MEDIUM	Needed for administrative use
2465	TWIN CREEKS	MEDIUM	LOW	Needed for administrative use
2465A	TWIN CREEKS SPUR A	MEDIUM	LOW	Needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
2466	HICKEY CREEK			Needed for administrative use
2468	METSER	HIGH	HIGH	Needed for administrative use
2468E	METSER SPUR E	MEDIUM	MEDIUM	Needed for administrative use
2469	POWELL	MEDIUM	MEDIUM	Needed for administrative use
2470	SHARPTAIL BURN	LOW	MEDIUM	Needed for administrative use
2472	MC NEIL LAKE	HIGH	HIGH	Needed for administrative use
2473	HOVEY LAKE	HIGH	HIGH	Needed for administrative use
2473A	HOVEY LAKE SPUR A	LOW	MEDIUM	Needed for administrative use
2473B	HOVEY LAKE SPUR B	LOW	LOW	Needed for administrative use
2473DA	HOVEY LAKE SPUR DA	MEDIUM	MEDIUM	Needed for administrative use
2473G	HOVEY LAKE SPUR G	MEDIUM	MEDIUM	Needed for administrative use
2475B	JUNIPER LINK SPUR B	LOW	LOW	Needed for administrative use
2476	JOES CREEK	HIGH	MEDIUM	Needed for administrative use
2476D	JOES CREEK SPUR D			Needed for administrative use
2476E	JOES CREEK SPUR E	MEDIUM	LOW	Needed for administrative use
2476F	JOES CREEK SPUR F	MEDIUM	MEDIUM	Needed for administrative use
2476G	JOES CREEK SPUR G	MEDIUM	MEDIUM	Needed for administrative use
2476I	JOELS CREEK SPUR I	MEDIUM	MEDIUM	Needed for administrative use
2478	CONSTANCE	HIGH	MEDIUM	Needed for administrative use
2478C	CONSTANCE SPUR C	LOW	LOW	Needed for administrative use
2478E	CONSTANCE SPUR E	LOW	LOW	Needed for administrative use
2478G	CONSTANCE SPUR G	HIGH	MEDIUM	Needed for administrative use
2479	DAMFINO	HIGH	HIGH	Needed for administrative use
2480	TORTISE SCALE	MEDIUM	MEDIUM	Needed for administrative use
2481	JOEL'S CREEK	HIGH	MEDIUM	Needed for administrative use
2481A	PERRY SPUR A	HIGH	LOW	Needed for administrative use
2481C	PERRY CREEK SPUR C	HIGH	MEDIUM	Needed for administrative use
2481GA	PERRY CREEK SPUR GA	LOW	LOW	Needed for administrative use
2481J	PERRY CREEK SPUR J	MEDIUM	LOW	Needed for administrative use
2481K	PERRY SPUR K	HIGH	MEDIUM	Needed for administrative use
2482	BUCK BAY	HIGH	MEDIUM	Needed for administrative use
2482B	BUCK BAY SPUR B	MEDIUM	LOW	Needed for administrative use
2482F	BUCK BAY SPUR F	LOW	LOW	Needed for administrative use
2483A	SLAPNECK SPUR A	MEDIUM	LOW	Needed for administrative use
2483B	SLAPNECK SPUR B	LOW	LOW	Needed for administrative use
2483C	SLAPNECK SPUR C	HIGH	LOW	Needed for administrative use
2483D	SLAPNECK SPUR D	LOW	LOW	Needed for administrative use
2483E	SLAPNECK SPUR E	LOW	LOW	Needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
2485	MARTIN	MEDIUM	MEDIUM	Needed for administrative use
2485A	MARTIN SPUR A	HIGH	LOW	Needed for administrative use
2486	NORTH SKI	LOW	MEDIUM	Needed for administrative use
2486A	NORTH SKI SPUR A	LOW	LOW	Needed for administrative use
2486B	NORTH SKI SPUR B	LOW	LOW	Needed for administrative use
2487	JOHNSON	LOW	LOW	Needed for administrative use
2487A	JOHNSON SPUR A	MEDIUM	LOW	Needed for administrative use
2487AB	JOHNSON SPUR AB	HIGH	LOW	Needed for administrative use
2487C	JOHNSON SPUR C	LOW	LOW	Needed for administrative use
2487D	JOHNSON SPUR D	LOW	LOW	Needed for administrative use
2487DA	JOHNSON SPUR DA	LOW	LOW	Needed for administrative use
2488	NORTH PLAINS	MEDIUM	MEDIUM	Needed for administrative use
2489	ACKERMAN LAKE BOAT LAUNCH	MEDIUM	MEDIUM	Needed for administrative use
2491	HIAWATHA CAMP	HIGH	LOW	Needed for administrative use
2492A	HANSON	MEDIUM	LOW	Needed for administrative use
2494	SWAG	HIGH	LOW	Known NNIP occurrence but only access into this area
2495	SOUTH SWAG	HIGH	MEDIUM	Needed for administrative use
2496	NORBRANCH	MEDIUM	MEDIUM	Needed for administrative use
2499	REGLA	LOW	LOW	Needed for administrative use
2500E	JUNIPER LOOP SPUR E	MEDIUM	LOW	Needed for administrative use
2504	DOTY LOOP	HIGH	MEDIUM	Needed for administrative use
2504B	DOTY LOOP SPUR B	LOW	LOW	Needed for administrative use
2504BA	DOTY LOOP SPUR BA	LOW	LOW	Needed for administrative use
2506	RUNWAY	MEDIUM	MEDIUM	Needed for administrative use
2510	VENADA	LOW	LOW	Needed for administrative use
2511	MID JUNIPER	HIGH	MEDIUM	Needed for administrative use
2513	EVELYN EAST	HIGH	HIGH	Needed for administrative use
2513B	EVELYN EAST SPUR B	HIGH	MEDIUM	Needed for administrative use
2516	CROSS GRADE	HIGH	MEDIUM	Needed for administrative use
2519A	SCAFFOLD HILL SPUR A	MEDIUM	MEDIUM	Needed for administrative use
2520	BTU	MEDIUM	LOW	Needed for administrative use
2524	SPUR CREEK SOUTH	LOW	MEDIUM	Needed for administrative use
2524B	SPUR CREEK SOUTH SPUR B	LOW	MEDIUM	Needed for administrative use
2526	POWWOW	MEDIUM	MEDIUM	Needed for administrative use
2527	NOWHERE	LOW	LOW	Needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
2527A	NOWHERE SPUR A	HIGH	LOW	Needed for administrative use
2527AA	NOWHERE SPUR AA	LOW	LOW	Needed for administrative use
2527B	NOWHERE SPUR B	LOW	LOW	Needed for administrative use
2528	MONIQUE	LOW	LOW	Needed for administrative use
2530	ELIXIR	HIGH	MEDIUM	Needed for administrative use
2531	INDIAN TOWN LAKE WEST	MEDIUM	MEDIUM	Needed for administrative use
2534	PETES LAKE SOUTH	HIGH	LOW	Needed for administrative use
2535A	SPIDER PONDS EAST SPUR A	LOW	LOW	Needed for administrative use
2535B	SPIDER PONDS EAST SPUR B	MEDIUM	LOW	Needed for administrative use
2535C	SPIDER PONDS EAST SPUR C	LOW	LOW	Needed for administrative use
2535D	SPIDER PONDS EAST SPUR D	LOW	LOW	Needed for administrative use
2537	SPIDER PONDS MARSH			Needed for administrative use
2539	SILVER CREEK MARSH	MEDIUM	LOW	Needed for administrative use
2543	ANNA MARSH	HIGH	MEDIUM	Needed for administrative use
2543A	ANNA MARSH SPUR A	LOW	LOW	Needed for administrative use
2543AB	ANNA MARSH SPUR AB	LOW	LOW	Needed for administrative use
2543D	ANNA MARSH SPUR D	MEDIUM	LOW	Needed for administrative use
2543E	ANNA MARSH SPUR E	LOW	LOW	Needed for administrative use
2546	OLD M-94	LOW	HIGH	Needed for administrative use
2548A	AU TRAIN POINT SPUR A	HIGH	LOW	Needed for administrative use
2550	NORTH MARSH	LOW	LOW	Needed for administrative use
2553	FUELWOOD	LOW	LOW	Needed for administrative use
2553C	FUELWOOD SPUR C	LOW	LOW	Needed for administrative use
2556	HERMAN LAKE	HIGH	LOW	Needed for administrative use
2558	CROOKED LINE	MEDIUM	LOW	Needed for administrative use
2559	BIANGLE	MEDIUM	HIGH	Needed for administrative use
2560	WEST SHADY	LOW	LOW	Needed for administrative use
2561	SHALLOW LAKE	LOW	MEDIUM	Needed for administrative use
2561A	SHALLOW LAKE SPUR A	MEDIUM	LOW	Needed for administrative use
2561D	SHALLOW LAKE SPUR D	LOW	LOW	Needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
2561F	SHALLOW LAKE SPUR F	LOW	LOW	Needed for administrative use
2564	LITTLE MONIQUE	LOW	LOW	Needed for administrative use
2565	COLE CREEK MARSH	LOW	LOW	Needed for administrative use
2565A	COLE CREEK MARSH SPUR A	LOW	LOW	Needed for administrative use
2566	ACKERMAN LAKE	LOW	MEDIUM	Needed for administrative use
2566A	ACKERMAN LAKE SPUR A	LOW	MEDIUM	Needed for administrative use
2567	WYMAN PLANTATION	MEDIUM	LOW	Needed for administrative use
2567A	WYMAN PLANTATION SPUR A	HIGH	MEDIUM	Needed for administrative use
2567B	WYMAN PLANTATION SPUR B	HIGH	LOW	Needed for administrative use
2568	MASTERMICH	LOW	HIGH	Needed for administrative use
2568B	MASTERMICH SPUR B	MEDIUM	LOW	Needed for administrative use
2569	QUARTER LINE	HIGH	MEDIUM	Needed for administrative use
2570	PAULSON SOUTH	LOW	LOW	Needed for administrative use
2570A	PAULSON SOUTH SPUR A			Needed for administrative use
2571	PERRY RD			Needed for administrative use
2571A	JOEL'S CREEK SPUR A			Needed for administrative use
2571B	JOEL'S CREEK SPUR B	LOW	MEDIUM	Needed for administrative use
2571CA	JOEL'S CREEK SPUR CA	MEDIUM	LOW	Needed for administrative use
2571D	JOEL'S CREEK SPUR D	LOW	MEDIUM	Needed for administrative use
2572	LINE LAKE EAST	LOW	LOW	Needed for administrative use
2574	YOAK	HIGH	MEDIUM	Needed for administrative use
2574A	YOAK SPUR A	HIGH	LOW	Needed for administrative use
2575A	RANGER SPUR A	LOW	LOW	Needed for administrative use
2576	JOELS CK. MARSH			Needed for administrative use
2577	COLE SALE	MEDIUM	LOW	Needed for administrative use
2577B	COLE SALE SPUR B	LOW	LOW	Needed for administrative use
2578	JUNCTION YOU	HIGH	LOW	Needed for administrative use
2578A	JUNCTION YOU SPUR A	HIGH	MEDIUM	Needed for administrative use
2578B	JUNCTION YOU SPUR B	LOW	LOW	Needed for administrative use
2578BA	JUNCTION YOU SPUR BA	MEDIUM	LOW	Needed for administrative use
2578BB	JUNCTION YOU SPUR	LOW	LOW	Needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
	BB			
2578BC	JUNCTION YOU SPUR BC	MEDIUM	LOW	Needed for administrative use
2579	BUCK BAY CREEK EAST	LOW	LOW	Needed for administrative use
2579A	BUCK BAY CREEK E SPUR A	LOW	LOW	Needed for administrative use
2579B	BUCK BAY CREEK E SPUR B	MEDIUM	LOW	Needed for administrative use
2580	LITTLE INDIAN RIVER	HIGH	LOW	Needed for administrative use
2583	PONDS	HIGH	MEDIUM	Needed for administrative use
2583B	PONDS SPUR B	LOW	MEDIUM	Needed for administrative use
2585	PHIL SPACE	LOW	LOW	Needed for administrative use
2586A	STILLMAN SPUR A	LOW	LOW	Needed for administrative use
2586AA	STILLMAM SPUR AA	LOW	LOW	Needed for administrative use
2586B	STILLMAN SPUR B	LOW	LOW	Needed for administrative use
2586C	STILLMAN SPUR C	LOW	LOW	Needed for administrative use
2586E	STILLMAN SPUR 3	LOW	LOW	Needed for administrative use
2588	IRATE	HIGH	LOW	Needed for administrative use
2593	BUCK SPUR WEST	MEDIUM	MEDIUM	Needed for administrative use
2593A	BUCK SPUR WEST A	MEDIUM	LOW	Needed for administrative use
2594	BUCK BAY CREEK	LOW	LOW	Needed for administrative use
2596	AUTRAIN CAMPGROUND	MEDIUM	MEDIUM	Needed for administrative use
2596B	AUTRAIN CPGRD SPUR B	LOW	LOW	Needed for administrative use
2597	CCI X 40	HIGH	MEDIUM	Needed for administrative use
2599	PARA RAIL ROAD	HIGH	LOW	Needed for administrative use
2599A	PARA RAIL ROAD SPUR A	HIGH	LOW	Needed for administrative use
2600	NORTHTRACK	LOW	LOW	Needed for administrative use
2600A	NORTHTRACK SPUR A	LOW	LOW	Needed for administrative use
2601	QUARRY CUTACROSS	MEDIUM	MEDIUM	Needed for administrative use
2601A	QUARRY CUTACROSS SPUR A	LOW	LOW	Needed for administrative use
2602	CACHE LAKE SOUTH	LOW	LOW	Needed for administrative use
2604	BOURGOIS LAKE NORTH	HIGH	LOW	Needed for administrative use
2605	WEST BRANCH	LOW	LOW	Needed for administrative use
2605A	WEST BRANCH SPUR A	MEDIUM	LOW	Needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
2606	WEST BRANCH LAKES	HIGH	LOW	Needed for administrative use
2607	VAN SPUR WEST	LOW	LOW	Needed for administrative use
2609	POLE CREEK	HIGH	MEDIUM	Needed for administrative use
2610	WEST LAKE MARSH	MEDIUM	MEDIUM	Needed for administrative use
2610B	WEST LAKE MARSH SPUR B	MEDIUM	MEDIUM	Needed for administrative use
2611	LITTLE IRON	MEDIUM	MEDIUM	Needed for administrative use
2612	LITTLE IRON SPUR	MEDIUM	LOW	Needed for administrative use
2613	THUNSPUR	MEDIUM	LOW	Needed for administrative use
2614	LOMA AVENUE	LOW	MEDIUM	Needed for administrative use
2614A	LOMA AVENUE SPUR A	LOW	LOW	Needed for administrative use
2615	ELBOW	LOW	LOW	Needed for administrative use
2616	LONG	MEDIUM	LOW	Needed for administrative use
2617	MID	LOW	LOW	Needed for administrative use
2617A	MID SPUR A	LOW	LOW	Needed for administrative use
2618	SHORT	HIGH	LOW	Needed for administrative use
2618B	SHORT SPUR B	LOW	LOW	Needed for administrative use
2618C	SHORT SPUR C	LOW	LOW	Needed for administrative use
2619	MURPH	LOW	LOW	Needed for administrative use
2619A	MURPH SPUR A	LOW	MEDIUM	Needed for administrative use
2622	INMAR EAST	HIGH	MEDIUM	Needed for administrative use
2623	FLETSPUR SOUTH	LOW	HIGH	Needed for administrative use
2624	PETITE LAKE	LOW	MEDIUM	Needed for administrative use
2625	CARR CREEK			Needed for administrative use
2626	KETTLE	LOW	LOW	Needed for administrative use
2627	WEST LAKE	LOW	MEDIUM	Needed for administrative use
2628	BEAR CREEK	LOW	MEDIUM	Needed for administrative use
2629	THUNDER LAKE WEST	LOW	MEDIUM	Needed for administrative use
2631	JOHN L	LOW	MEDIUM	Needed for administrative use
2631A	JOHN L SPUR A	LOW	MEDIUM	Needed for administrative use
2631B	JOHN L SPUR B	LOW	MEDIUM	Needed for administrative use
2633	BASS LAKE EAST	LOW	MEDIUM	Needed for administrative use
2633C	BASS LAKE EAST SPUR C	LOW	LOW	Needed for administrative use
2636	MULE SPUR	MEDIUM	MEDIUM	Needed for administrative use
2637	CEDAR LAKE	LOW	LOW	Needed for administrative use
2637E	CEDAR LAKE SPUR E	LOW	LOW	Needed for administrative use
2641A	FLETCHER SPUR A	MEDIUM	LOW	Needed for administrative use
2642B	LIT SPUR B	LOW	MEDIUM	Needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
2643	J. P. LODGE	HIGH	HIGH	Needed for administrative use
2643	J. P. LODGE	LOW	MEDIUM	Needed for administrative use
2646	WHITE PINE	MEDIUM	LOW	Needed for administrative use
2648B	EAST LAKE EAST SPUR B	MEDIUM	MEDIUM	Needed for administrative use
2649	J WOLF	HIGH	LOW	Needed for administrative use
2656	TALLY HO	MEDIUM	LOW	Needed for administrative use
2657	STEUBEN LAKE SOUTH	LOW	MEDIUM	Needed for administrative use
2662B	STEUBEN SUMMER SPUR B	MEDIUM	MEDIUM	Needed for administrative use
2663	LAKE BACK EAST	HIGH	MEDIUM	Needed for administrative use
2664C	CROOKED LAKE SOUTH SPUR C	MEDIUM	MEDIUM	Needed for administrative use
2665	BACK LAKE WEST	LOW	LOW	Needed for administrative use
2667	COOP (N-6)	MEDIUM	HIGH	Needed for administrative use
2667B	COOP (N-6) SPUR B	MEDIUM	LOW	Needed for administrative use
2668	FISHDAM BOG	HIGH	MEDIUM	Needed for administrative use
2672	SPRING CREEK NORTH	HIGH	MEDIUM	Needed for administrative use
2672A	SPRING CREEK NORTH SPUR A	LOW	LOW	Needed for administrative use
2672C	SPRING CREEK NORTH SPUR C	HIGH	LOW	Needed for administrative use
2673	FISHDAM POND	HIGH	MEDIUM	Needed for administrative use
2673BA	FISHDAM POND SPUR BA	MEDIUM	LOW	Needed for administrative use
2674	CAMP 7 CREEK	HIGH	LOW	Needed for administrative use
2676	HASS			Needed for administrative use
2676B	HASS SPUR B			Needed for administrative use
2676BB	HASS SPUR BB			Needed for administrative use
2676C	HASS SPUR C	LOW	LOW	Needed for administrative use
2677	ARCHAMBEAU WEST	LOW	LOW	Needed for administrative use
2677B	ARCHAMBEAU WEST SPUR B	LOW	LOW	Needed for administrative use
2678	FRYING PAN LAKE	LOW	MEDIUM	Needed for administrative use
2679	COMPANY	HIGH	MEDIUM	Needed for administrative use
2680	NOQUET	LOW	MEDIUM	Needed for administrative use
2684	STEVENS NORTH			Needed for administrative use
2685	BIG	LOW	LOW	Needed for administrative use
2685A	BIG SPUR A	MEDIUM	MEDIUM	Needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
2685AA	BIG SPUR AA	LOW	LOW	Needed for administrative use
2685B	BIG SPUR B	LOW	MEDIUM	Needed for administrative use
2685D	BIG SPUR D	LOW	LOW	Needed for administrative use
2685F	BIG SPUR F	LOW	LOW	Needed for administrative use
2686	BOG LAKE	HIGH	MEDIUM	Needed for administrative use
2687	SWAMP LAKE	HIGH	MEDIUM	Needed for administrative use
2688	THROUGH RIVER	HIGH	MEDIUM	Needed for administrative use
2688B	THROUGH RIVER SPUR B	LOW	LOW	Needed for administrative use
2689	VAN SPUR	HIGH	HIGH	Needed for administrative use
2689A	VAN SPUR A	HIGH	HIGH	Needed for administrative use
2690	NORTHAIR FIELD	MEDIUM	MEDIUM	Needed for administrative use
2692	MOWE LAKE RD	HIGH	MEDIUM	Needed for administrative use
2693A	CAMP R PONDS	LOW	LOW	Needed for administrative use
2694	CAMP 7 LAKE NORTH CAMPGROUND	HIGH	MEDIUM	Needed for administrative use
2695	CROSSOVER ROAD	MEDIUM	LOW	Needed for administrative use
2699	SAND HOLE	MEDIUM	MEDIUM	Needed for administrative use
2700	LYMAN LAKE SOUTH	HIGH	MEDIUM	Needed for administrative use
2701	SQUARE LAKE	HIGH	MEDIUM	Needed for administrative use
2701B	SQUARE LAKE SPUR B	HIGH	MEDIUM	Needed for administrative use
2702	CROSS ROAD	HIGH	LOW	Needed for administrative use
2704	CHAMENT	HIGH	MEDIUM	Needed for administrative use
2705	COUNTY LANE	LOW	MEDIUM	Needed for administrative use
2705A	COUNTY LANE SPUR A	LOW	MEDIUM	Needed for administrative use
2705B	COUNTY LANE SPUR B	MEDIUM	MEDIUM	Needed for administrative use
2705C	COUNTY LANE SPUR C	MEDIUM	MEDIUM	Needed for administrative use
2706	TAMCHA	HIGH	HIGH	Needed for administrative use
2707	NEWLAND	MEDIUM	MEDIUM	Needed for administrative use
2709	HIGH BRIDGE LAKE	MEDIUM	MEDIUM	Needed for administrative use
2711	SPRING LAKE	LOW	MEDIUM	Needed for administrative use
2711A	SPRING LAKE SPUR A	MEDIUM	MEDIUM	Needed for administrative use
2712	GANAMUSH LAKE	LOW	MEDIUM	Needed for administrative use
2713	ALDER TAG	LOW	LOW	Needed for administrative use
2716	JACK PINE LAKE NORTH	LOW	MEDIUM	Needed for administrative use
2717C	LAKE TWENTY THREE SPUR C	LOW	LOW	Needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
2718	RED PINE	HIGH	MEDIUM	Needed for administrative use
2719	KILPECKER CREEK	LOW	MEDIUM	Needed for administrative use
2720	HUGO BOOM SOUTH	HIGH	MEDIUM	Needed for administrative use
2720A	HUGO BOOM SOUTH SPUR A	LOW	LOW	Needed for administrative use
2721	FORTY POND	HIGH	MEDIUM	Needed for administrative use
2721A	FORTY POND SPUR A	HIGH	LOW	Needed for administrative use
2723-2	OLD 94			Needed for administrative use
2723B	OLD 94 SPUR B	LOW	MEDIUM	Needed for administrative use
2724	RODENT	MEDIUM	LOW	Needed for administrative use
2728	SPUD LAKE	HIGH	MEDIUM	Needed for administrative use
2731	DIP	LOW	LOW	Needed for administrative use
2733	IRONJAW LAKE	HIGH	MEDIUM	Needed for administrative use
2737	BERTHA	MEDIUM	MEDIUM	Needed for administrative use
2738A	LILLTE LAKE SPUR A	MEDIUM	LOW	Needed for administrative use
2739	TURRAN	HIGH	MEDIUM	Needed for administrative use
2739A	TURRAN SPUR A	MEDIUM	LOW	Needed for administrative use
2739B	TURRAN SPUR B	LOW	MEDIUM	Needed for administrative use
2740	ANKETEIL	LOW	MEDIUM	Needed for administrative use
2740B	ANKETEIL SPUR B	LOW	MEDIUM	Needed for administrative use
2740C	ANKETEIL SPUR C	LOW	MEDIUM	Needed for administrative use
2741	NOC	LOW	MEDIUM	Needed for administrative use
2741A	NOC SPUR A	MEDIUM	MEDIUM	Needed for administrative use
2741B	NOC SPUR B	LOW	MEDIUM	Needed for administrative use
2742	BOURGOIS	MEDIUM	LOW	Needed for administrative use
2743	COMPASS	LOW	MEDIUM	Needed for administrative use
2744	CACHE LAKE NORTH	LOW	MEDIUM	Needed for administrative use
2747C	IRA SPUR C	MEDIUM	LOW	Needed for administrative use
2747D	IRA SPUR D	LOW	LOW	Needed for administrative use
2749	LAKE MINERVA	MEDIUM	MEDIUM	Needed for administrative use
2750	WALZ	LOW	LOW	Needed for administrative use
2752	MCHUGH ROAD			Needed for administrative use
2753	CRIBBAGE	HIGH	LOW	Needed for administrative use
2754	HENRY	LOW	MEDIUM	Needed for administrative use
2756	LANDIS	LOW	MEDIUM	Needed for administrative use
2759	VISTA LAKE	HIGH	MEDIUM	Needed for administrative use
2759AA	VISTA LAKE SPUR AA	LOW	MEDIUM	Needed for administrative use
2760	BLUE	LOW	LOW	Needed for administrative use
2761A	DOGGIE SPUR A	MEDIUM	LOW	Needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
2766	CHOPPER	HIGH	MEDIUM	Needed for administrative use
2768	BILLY GOOD LAKE	LOW	LOW	Needed for administrative use
2768B	BILLY GOOD LAKE SPUR B			Needed for administrative use
2770	ONION CREEK	MEDIUM	MEDIUM	Needed for administrative use
2772	KENNILEE	MEDIUM	MEDIUM	Needed for administrative use
2774	DOUBLE SEVEN	LOW	MEDIUM	Needed for administrative use
2775	BLOOM	LOW	LOW	Needed for administrative use
2775	BLOOM			Needed for administrative use
2775	BLOOM			Needed for administrative use
2776A	MINTOGA SPUR A	LOW	MEDIUM	Needed for administrative use
2776B	MINTOGA SPUR B	LOW	LOW	Needed for administrative use
2777A	FRANKES SPUR A	MEDIUM	LOW	Needed for administrative use
2778	BANANA LAKE	LOW	HIGH	Needed for administrative use
2779	HALF MOON	LOW	MEDIUM	Needed for administrative use
2779A	HALF MOON SPUR A	LOW	MEDIUM	Needed for administrative use
2780	A FRAME			Needed for administrative use
2780B	A FRAME SPUR B	LOW	MEDIUM	Needed for administrative use
2780C	A FRAME SPUR C	MEDIUM	LOW	Needed for administrative use
2780D	A FRAME SPUR D	MEDIUM	LOW	Needed for administrative use
2781	A FRAME II	LOW	MEDIUM	Needed for administrative use
2783	BEATON LAKE EAST	MEDIUM	LOW	Needed for administrative use
2784	TEE OH	LOW	MEDIUM	Needed for administrative use
2786	COMP 42	LOW	LOW	Needed for administrative use
2787	HIDDEN CREEK	LOW	MEDIUM	Needed for administrative use
2791	NEIGHBOR LAKE	LOW	MEDIUM	Needed for administrative use
2793	SOUTH MOTT	HIGH	LOW	Needed for administrative use
2793D	SOUTH MOTT SPUR D			Needed for administrative use
2794	CORNER LAKE CAMPGROUND	HIGH	HIGH	Needed for administrative use
2794A	CORNER LAKE BOAT LAUNCH	HIGH	MEDIUM	Needed for administrative use
2798	RAPID CEMETARY	HIGH	MEDIUM	Needed for administrative use
2799	OLD 440	HIGH	HIGH	Needed for administrative use
2801	BIG DITCH	HIGH	MEDIUM	Needed for administrative use
2802	MURTO TOO	LOW	MEDIUM	Needed for administrative use
2803	PETERSON LAKE	HIGH	MEDIUM	Needed for administrative use
2803A	PETERSEN LAKE SPUR A	HIGH	MEDIUM	Needed for administrative use
2803B	PETERSON LAKE	HIGH	LOW	Needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
	SPUR B			
2803C	PETERSON LAKE SPUR C	MEDIUM	MEDIUM	Needed for administrative use
2803D	PETERSON LAKE SPUR D	HIGH	LOW	Needed for administrative use
2803F	PETERSON LAKE SPUR F	HIGH	MEDIUM	Needed for administrative use
2805	SQUAW CREEK	HIGH	MEDIUM	Needed for administrative use
2805A	SQUAW CREEK SPUR A			Needed for administrative use
2805B	SQUAW CREEK SPUR B	MEDIUM	MEDIUM	Needed for administrative use
2805BA	SQUAW CREEK SPUR BA	MEDIUM	MEDIUM	Needed for administrative use
2805C	SQUAW CREEK SPUR C	MEDIUM	MEDIUM	Needed for administrative use
2805D	SQUAW CREEK SPUR D			Needed for administrative use
2806	LITTLE OLE	LOW	MEDIUM	Needed for administrative use
2807	DEER BLIND	LOW	MEDIUM	Needed for administrative use
2811	INGWALD			Needed for administrative use
2814	BILLS CREEK			Needed for administrative use
2814A	BILLS CREEK SPUR A	LOW	MEDIUM	Needed for administrative use
2814BA	BILLS CREEK SPUR BA	MEDIUM	LOW	Needed for administrative use
2814C	BILLS CREEK SPUR C	LOW	HIGH	Needed for administrative use
2814I	BILLS CREEK SPUR I	LOW	MEDIUM	Needed for administrative use
2814K	BILLS CREEK SPUR E	MEDIUM	LOW	Needed for administrative use
2815	ENSIGN DUMP ROAD	HIGH	MEDIUM	Needed for administrative use
2815B	ENSIGN DUMP ROAD SPUR B	HIGH	MEDIUM	Needed for administrative use
2815BA	ENSIGN DUMP ROAD SPUR BA	MEDIUM	MEDIUM	Needed for administrative use
2815CA	ENSIGN DUMP ROAD SPUR CA	LOW	MEDIUM	Needed for administrative use
2815D	ENSIGN DUMP ROAD SPUR D	MEDIUM	MEDIUM	Needed for administrative use
2819	WINDTHROW	HIGH	LOW	Needed for administrative use
2822	ONE BRAKE	MEDIUM	MEDIUM	Needed for administrative use
2825	KENTUCKY SOUTH	LOW	LOW	Needed for administrative use
2828	COOKSON LAKE NORTH	LOW	LOW	Needed for administrative use
2829A	STAMICH LOOP SPUR	LOW	MEDIUM	Needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
	A			
2830	ALGER	LOW	MEDIUM	Needed for administrative use
2830A	ALGER SPUR A	MEDIUM	LOW	Needed for administrative use
2832	POLACK LAKE ROAD	LOW	LOW	Needed for administrative use
2832A	POLACK LAKE ROAD SPUR A	LOW	LOW	Needed for administrative use
2833A	CRESCENT SPUR A			Needed for administrative use
2834	BUNCH	HIGH	MEDIUM	Needed for administrative use
2836	YELLOW BRICK	LOW	MEDIUM	Needed for administrative use
2839	ONE			Needed for administrative use
2840	OTHER ONE			Needed for administrative use
2841A	PAMAR'S SPUR A	LOW	MEDIUM	Needed for administrative use
2844	NORTH ST JACQUES SWAMP			Needed for administrative use
2845	MILKCAN	MEDIUM	MEDIUM	Needed for administrative use
2845A	MILKCAN SPUR A	MEDIUM	LOW	Needed for administrative use
2850	SANDSTROM LAKE (CO RD K-9)	HIGH	LOW	Needed for administrative use
2851	SKUNK	MEDIUM	MEDIUM	Needed for administrative use
2857	SOO STRING	MEDIUM	MEDIUM	Needed for administrative use
2857A	SOO STRING SPUR A	HIGH	MEDIUM	Needed for administrative use
2858	RUTTY	LOW	LOW	Needed for administrative use
2859	UNO	MEDIUM	LOW	Needed for administrative use
2860A	SUGARBUSH SPUR A	LOW	LOW	Needed for administrative use
2861	WEST LOOP	LOW	LOW	Needed for administrative use
2862	EAST ROCK RIVER	LOW	LOW	Needed for administrative use
2863	B S CREEK	LOW	LOW	Needed for administrative use
2864	CARLSON	LOW	MEDIUM	Needed for administrative use
2864A	CARLSON SPUR A	LOW	LOW	Needed for administrative use
2864B	CARLSON SPUR B	LOW	LOW	Needed for administrative use
2865C	COLE CREEK SOUTH SPUR C	LOW	LOW	Needed for administrative use
2867A	LAKE ROAD SPUR A	LOW	LOW	Needed for administrative use
2870	BAKER CREEK (I-13)			Needed for administrative use
2870A	BAKER CREEK SPUR B	LOW	MEDIUM	Needed for administrative use
2873	LORRAINE LAKE	HIGH	LOW	Needed for administrative use
2875	STACHE	LOW	LOW	Needed for administrative use
2876	SPUR 2876	MEDIUM	LOW	Needed for administrative use
2877	UFO ROAD	LOW	MEDIUM	Needed for administrative use
2880	HICKORY	HIGH	MEDIUM	Needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
2881	N-32	HIGH	HIGH	Needed for administrative use
2885	SHOE NAIL	LOW	LOW	Needed for administrative use
2885A	SHOE NAIL SPUR A	HIGH	LOW	Needed for administrative use
2886	TEN MILE CREEK	HIGH	LOW	Needed for administrative use
2887	DOWNHILL	LOW	MEDIUM	Needed for administrative use
2888	EIGHT POINT	LOW	LOW	Needed for administrative use
2889	POT LAKE ROAD	HIGH	MEDIUM	Needed for administrative use
2897	MOSES CREEK	MEDIUM	MEDIUM	Needed for administrative use
2897A	MOSES CREEK SPUR A	LOW	LOW	Needed for administrative use
2897B	MOSES CREEK SPUR B	MEDIUM	MEDIUM	Needed for administrative use
2898	FLAME	HIGH	MEDIUM	Needed for administrative use
2899	WEST WHITEFISH	MEDIUM	LOW	Needed for administrative use
2901	DUKES A	LOW	LOW	Needed for administrative use
2903	DUKES C	HIGH	LOW	Needed for administrative use
2904	DUKES D			Needed for administrative use
2905	DUKES E	HIGH	LOW	Needed for administrative use
2906	DUKES F	MEDIUM	LOW	Needed for administrative use
2907	DUKES G	HIGH	LOW	Needed for administrative use
2908	DUKES H	HIGH	LOW	Needed for administrative use
2909	DUKES I	HIGH	LOW	Needed for administrative use
2910	DUKES J	HIGH	LOW	Needed for administrative use
2911	DUKES M			Needed for administrative use
2913	DUKES L	HIGH	LOW	Needed for administrative use
2915C	SELMA SPUR C	HIGH	LOW	Needed for administrative use
2916	LAUGHING FISH	HIGH	LOW	Needed for administrative use
2918A	CUT OFF SPUR A	HIGH	LOW	Needed for administrative use
2918C	CUT OFF SPUR C	HIGH	LOW	Needed for administrative use
2921	DUKES N	LOW	LOW	Needed for administrative use
2922	DUKES O	MEDIUM	LOW	Needed for administrative use
2924	DUKES Q	MEDIUM	LOW	Needed for administrative use
2934	DUKES U	HIGH	LOW	Needed for administrative use
2938	CHARACTER TREE	MEDIUM	LOW	Needed for administrative use
2939	KYLER	LOW	MEDIUM	Needed for administrative use
8000	INDIAN POINT	LOW	MEDIUM	Needed for administrative use
8004	HARDWOOD KNOB	MEDIUM	LOW	Needed for administrative use
8005	CAMP	LOW	LOW	Needed for administrative use
8008	GREAT LAKES	LOW	HIGH	Needed for administrative use
8009	LAKEHEAD	MEDIUM	MEDIUM	Needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
8010	PEROW	HIGH	MEDIUM	Needed for administrative use
8015	SOUTH TEN DOLLAR	HIGH	MEDIUM	Needed for administrative use
8016	BASIK	HIGH	HIGH	Needed for administrative use
8017	HALE	LOW	LOW	Needed for administrative use
8018	TEN DOLLAR SQUARE	HIGH	MEDIUM	Needed for administrative use
8023A	MEADE MAPLE SPUR A	LOW	LOW	Needed for administrative use
8023C	MEADE MAPLE SPUR C	LOW	MEDIUM	Needed for administrative use
8024	EIGHTEEN MILE CREEK	LOW	LOW	Needed for administrative use
8024A	EIGHTEEN MILE CREEK SPUR A	LOW	LOW	Needed for administrative use
8025A	PINE JUNCTION SPUR A	LOW	LOW	Needed for administrative use
8026	EIGHTEEN BELOW	LOW	MEDIUM	Needed for administrative use
8031	DEGRAVE	MEDIUM	LOW	Needed for administrative use
8037	SPUR R110X	MEDIUM	LOW	Needed for administrative use
8039	BIG BIRCH	LOW	LOW	Needed for administrative use
8040	PORTERS	LOW	MEDIUM	Needed for administrative use
8041	YOUNG PINE CUT ACROSS	MEDIUM	MEDIUM	Needed for administrative use
8059A	HARDWOOD LOOP SPUR A	LOW	LOW	Needed for administrative use
8059C	HARDWOOD LOOP SPUR C	LOW	LOW	Needed for administrative use
8061	STURGEON GATE ROAD	MEDIUM	LOW	Needed for administrative use
8062	DUNELAND DRIVE	HIGH	HIGH	Needed for administrative use
8062A	DUNELAND DRIVE SPUR A	MEDIUM	LOW	Needed for administrative use
8062D	DUNELAND DRIVE SPUR D	MEDIUM	MEDIUM	Needed for administrative use
8062E	DUNELAND DRIVE SPUR E	LOW	LOW	Needed for administrative use
8063	TWENSEC			Needed for administrative use
8064	WEST POPLAR LAKE ROAD			Needed for administrative use
8064B	WEST POPLAR LAKE ROAD SPUR B			Needed for administrative use
8067	MALMAN MARSH SOUTH (CO RD J-8)			Needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
8067A	MALMAN MARSH SOUTH SPUR A	MEDIUM	MEDIUM	Needed for administrative use
8067B	MALMAN MARSH SOUTH SPUR B	LOW	LOW	Needed for administrative use
8067BB	MALMAN MARSH SOUTH SPUR BB	MEDIUM	MEDIUM	Needed for administrative use
8067C	MALMAN MARSH SOUTH SPUR C	HIGH	MEDIUM	Needed for administrative use
8067CA	MALMAN MARSH SOUTH SPUR CA	MEDIUM	LOW	Needed for administrative use
8067CB	MALMAN MARSH SOUTH SPUR CB	MEDIUM	LOW	Needed for administrative use
8075	MISERY CREEK ROAD	MEDIUM	LOW	Needed for administrative use
8075A	MISERY CREEK ROAD SPUR A	HIGH	LOW	Needed for administrative use
8075B	MISERY CREEK ROAD SPUR B	MEDIUM	LOW	Needed for administrative use
8076A	BISHOP LAKE PIKE SPUR A	MEDIUM	LOW	Needed for administrative use
8082	SCRAPLING ROAD	LOW	MEDIUM	Needed for administrative use
8083	CAT TRACK ROAD	HIGH	LOW	Needed for administrative use
8085	JOHNSON CREEK ROAD	LOW	LOW	Needed for administrative use
8088	SAVIN ROAD	MEDIUM	LOW	Needed for administrative use
8090	HEMLOCK GROVE	HIGH	MEDIUM	Needed for administrative use
8097	SOUP LADLE ROAD	MEDIUM	LOW	Needed for administrative use
8098	BEGINNING NOWHERE ROAD	MEDIUM	LOW	Needed for administrative use
8099	MARTIN BAY SOUTH FORK	LOW	LOW	Needed for administrative use
8101	STUMP	MEDIUM	LOW	Needed for administrative use
8102	SWINE PINE	HIGH	LOW	Needed for administrative use
8103	BYERS LAKE	LOW	LOW	Needed for administrative use
8109	HAYWIRE GRADE	HIGH	MEDIUM	Needed for administrative use
8110	OGEECHE CUM	HIGH	LOW	Needed for administrative use
8111	CAT SPRUCE	HIGH	LOW	Needed for administrative use
8112	NANCY	HIGH	LOW	Needed for administrative use
8112A	NANCY SPUR A	MEDIUM	LOW	Needed for administrative use
8113	MYRTLE	HIGH	LOW	Needed for administrative use
8113A	MYRTLE SPUR A	LOW	LOW	Needed for administrative use
8114	HUB	LOW	MEDIUM	Needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
8117	EXOTIC	HIGH	MEDIUM	Needed for administrative use
8119	NANCY 'S ROAD	HIGH	LOW	Needed for administrative use
8121	NICHOLAS	LOW	LOW	Needed for administrative use
8123	HOLIDAY	LOW	MEDIUM	Needed for administrative use
8130	DRY	LOW	MEDIUM	Needed for administrative use
8135	SNAPPY	HIGH	MEDIUM	Needed for administrative use
8136	SNAPPY SOUTH	HIGH	LOW	Needed for administrative use
8137	WINSTON	HIGH	MEDIUM	Needed for administrative use
8141	CONTRACT	MEDIUM	LOW	Needed for administrative use
8150	APPLE TREE	HIGH	LOW	Needed for administrative use
8162B	SASSAFRAS SPUR B	LOW	MEDIUM	Needed for administrative use
8164	SHADD	HIGH	MEDIUM	Needed for administrative use
8165	LITTLE FISH DAM	MEDIUM	MEDIUM	Needed for administrative use
8166	COUSINEAU	MEDIUM	MEDIUM	Needed for administrative use
8167	RUBICON ROAD	LOW	MEDIUM	Needed for administrative use
8168	FIRST TRY	LOW	LOW	Needed for administrative use
8174	BARN DRIVE	HIGH	MEDIUM	Needed for administrative use
8178	COL DRIVE	LOW	MEDIUM	Needed for administrative use
8180	FUELBREAK FOURTEEN	LOW	LOW	Needed for administrative use
8182	FUELBREAK TEN	HIGH	MEDIUM	Needed for administrative use
8189	BEECHFRONT	HIGH	LOW	Needed for administrative use
8191	BOSENBERRY EAST	LOW	MEDIUM	Needed for administrative use
8193	MUSCLE WOOD	LOW	MEDIUM	Needed for administrative use
8193A	MUSCLE WOOD SPUR A	MEDIUM	LOW	Needed for administrative use
8194	ORVILLE	HIGH	LOW	Needed for administrative use
8196	FUELBREAK TWO	MEDIUM	MEDIUM	Needed for administrative use
8197	COLWELL LAKE NORTH	LOW	LOW	Needed for administrative use
8198	CARIBOU ROAD	LOW	MEDIUM	Needed for administrative use
8204	DAVIES CREEK ROAD	HIGH	MEDIUM	Needed for administrative use
8204B	DAVIES CREEK ROAD SPUR B	HIGH	LOW	Needed for administrative use
8207	INTO ROAD	HIGH	LOW	Needed for administrative use
8213	HAPPENINGS	LOW	MEDIUM	Needed for administrative use
8214	POOR PINE	LOW	MEDIUM	Needed for administrative use
8217	PARALLEL ROAD	LOW	MEDIUM	Needed for administrative use
8218	ALDER	HIGH	MEDIUM	Needed for administrative use
8219	TICK LANE	LOW	MEDIUM	Needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
8220	BROKEN BUS	MEDIUM	MEDIUM	Needed for administrative use
8223	HUNTERS RD	MEDIUM	LOW	Needed for administrative use
8224	BOOKER'S LOOP	LOW	MEDIUM	Needed for administrative use
8225	E T LANE	LOW	LOW	Needed for administrative use
8228	PINE MARTIN	HIGH	MEDIUM	Needed for administrative use
8229	FAT RACCOON	HIGH	LOW	Needed for administrative use
8230	CHANGES	LOW	MEDIUM	Needed for administrative use
8235	BIG TREE	MEDIUM	MEDIUM	Needed for administrative use
8236	LOG CABIN LANE	LOW	LOW	Needed for administrative use
8239A	MARY C SPUR A	MEDIUM	LOW	Needed for administrative use
8241	HUMPULA	MEDIUM	LOW	Needed for administrative use
8242	PINE KNOLL TURNOUT	LOW	LOW	Needed for administrative use
8245	HARDWOOD RD	LOW	MEDIUM	Needed for administrative use
8250	J-32	HIGH	MEDIUM	Needed for administrative use
8251	B.A.V. (J-21)	LOW	MEDIUM	Needed for administrative use
8252	CO RD J-10	MEDIUM	MEDIUM	Needed for administrative use
8255	CO RD J-1			Needed for administrative use
8255	CO RD J-1			Needed for administrative use
8255	CO RD J-1			Needed for administrative use
8255	CO RD J-1			Needed for administrative use
8256	CO RD 513 (FH-29)			Needed for administrative use
8257	CO RD 503			Needed for administrative use
8258	CO RD 497 (FH-13)			Needed for administrative use
8261	CO RD I-22	HIGH	MEDIUM	Needed for administrative use
8262	CO RD I-31 (8262)			Needed for administrative use
8268	RED PINE NS	LOW	LOW	Needed for administrative use
8269	SLASH SPUR	LOW	LOW	Needed for administrative use
8271	SEC.11 ROAD	HIGH	LOW	Needed for administrative use
8274	OKIE'S DRIVE	HIGH	MEDIUM	Needed for administrative use
8275	TOWERING PINES	LOW	MEDIUM	Needed for administrative use
8278	MIDDLE 18 ROAD	LOW	LOW	Needed for administrative use
8300	LUCENT	MEDIUM	LOW	Needed for administrative use
8302	MARKER	MEDIUM	LOW	Needed for administrative use
8360	COOK LAKE (CO RD M-27)	HIGH	MEDIUM	Needed for administrative use
8361	POWELL LAKE (M-05)			Needed for administrative use
8362	LOST LAKE (M-04)			Needed for administrative use
8362C	LOST LAKE SPUR C	LOW	MEDIUM	Needed for administrative use
8403	FOX			Needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
A02B	2782 SPUR A02B	LOW	LOW	Needed for administrative use
A08E	2872 SPUR A08E	MEDIUM	MEDIUM	Needed for administrative use
A09B	2262 SPUR A09B	LOW	MEDIUM	Needed for administrative use
A110B	2676 SPUR A110B	HIGH	LOW	Needed for administrative use
A113B	2672C SPUR A113B	MEDIUM	LOW	Needed for administrative use
A114A	2226 SPUR A114A	MEDIUM	LOW	Needed for administrative use
A116A	2412 SPUR A116A	LOW	MEDIUM	Needed for administrative use
A116M	2231 SPUR A116M	LOW	MEDIUM	Needed for administrative use
A122A	2671 SPUR A122A	MEDIUM	LOW	Needed for administrative use
A125C	2407 SPUR A125C	HIGH	LOW	Needed for administrative use
A26G	2873 SPUR G	LOW	LOW	Needed for administrative use
A26H	SPUR A26H	HIGH	LOW	Needed for administrative use
A33B	2225 SPUR A33B	LOW	MEDIUM	Needed for administrative use
A34F	2438B SPUR F	LOW	LOW	Needed for administrative use
A42H	2213 SPUR A42H	LOW	MEDIUM	Needed for administrative use
A42L	2774 SPUR A42L	LOW	LOW	Needed for administrative use
A43I	2435 SPUR A43I	MEDIUM	MEDIUM	Needed for administrative use
A43K	2635 SPUR A43K	LOW	MEDIUM	Needed for administrative use
A47A	2620 SPUR A	MEDIUM	MEDIUM	Needed for administrative use
A47B	SPUR A47B	LOW	MEDIUM	Needed for administrative use
A48A	2779 SPUR A48A	LOW	MEDIUM	Needed for administrative use
A48B	SPUR A48B	LOW	MEDIUM	Needed for administrative use
A49F	2712 SPUR A49F	LOW	LOW	Needed for administrative use
A50J	2711 SPUR J	LOW	LOW	Needed for administrative use
A52B	2760 SPUR B	LOW	LOW	Needed for administrative use
A52D	HWY 13 SPUR D	LOW	LOW	Needed for administrative use
A53Z	2760A SPUR A53Z	LOW	LOW	Needed for administrative use
A59D	2706 SPUR A59D	LOW	LOW	Needed for administrative use
A60G	2217 SPUR G	LOW	LOW	Needed for administrative use
A62A	2417 SPUR A62A	LOW	LOW	Needed for administrative use
A63A	2417 SPUR A63A	MEDIUM	MEDIUM	Needed for administrative use
A66E	2417 SPUR A66E	LOW	LOW	Needed for administrative use
A66F	2417A SPUR A66F	MEDIUM	LOW	Needed for administrative use
A68B	2628SPUR A68B	LOW	MEDIUM	Needed for administrative use
A74A	2223M SPUR A74A	LOW	MEDIUM	Needed for administrative use
A76N	2744 SPUR N	LOW	LOW	Needed for administrative use
A87D	2627 SPUR D	MEDIUM	MEDIUM	Needed for administrative use
A90G	2679 SPUR G	LOW	LOW	Needed for administrative use
A90H	2679 SPUR A90H	LOW	LOW	Needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
A92C	2410 SPUR C	LOW	LOW	Needed for administrative use
A93C	2740B SPUR A93C	LOW	LOW	Needed for administrative use
A93E	2056 SPUR A93E	MEDIUM	LOW	Needed for administrative use
A93J	2740 SPUR A93J	MEDIUM	MEDIUM	Needed for administrative use
A93L	2231 SPUR A93L	MEDIUM	MEDIUM	Needed for administrative use
A94C	2096 SPUR A94C	LOW	LOW	Needed for administrative use
A94E	2056 SPUR A94E	MEDIUM	LOW	Needed for administrative use
A94P	2231 SPUR A94P	LOW	LOW	Needed for administrative use
A94R	SPUR A94R	MEDIUM	LOW	Needed for administrative use
A95K	2675 SPUR A95K	MEDIUM	LOW	Needed for administrative use
A96B	2387 SPUR B	MEDIUM	MEDIUM	Needed for administrative use
A96G	2411 SPUR A 96G	MEDIUM	LOW	Needed for administrative use
A96K	2888 SPUR A96K	LOW	LOW	Needed for administrative use
A96R	2679 SPUR A96R	MEDIUM	MEDIUM	Needed for administrative use
A97A	2408 SPUR A97A	MEDIUM	LOW	Needed for administrative use
A97C	2408A SPUR A97C	LOW	LOW	Needed for administrative use
A97D	2408AD SPUR A97D	LOW	LOW	Needed for administrative use
C126A	2037 SPUR	HIGH	LOW	Needed for administrative use
C129A	P2236_1 SPUR	MEDIUM	LOW	Needed for administrative use
C129C	2445 SPUR	MEDIUM	LOW	Needed for administrative use
C160XX	2281 SPUR	LOW	LOW	Needed for administrative use
C160YY	C160WW SPUR	LOW	LOW	Needed for administrative use
JOHNSON RD	JOHNSON RD			Needed for administrative use
JOHNSON RD	JOHNSON RD			Needed for administrative use
LAWSON RD	LAWSON RD			Needed for administrative use
LAWSON RD	LAWSON RD			Needed for administrative use
LAWSON RD	LAWSON RD			Needed for administrative use
LAWSON RD	LAWSON RD			Needed for administrative use
LAWSON RD	LAWSON RD			Needed for administrative use
LAWSON RD	LAWSON RD			Needed for administrative use
LAWSON RD	LAWSON RD			Needed for administrative use
M100B	SPUR M100B	LOW	LOW	Needed for administrative use
M104B	SPUR M104B	LOW	LOW	Needed for administrative use
M104C	SPUR M104C	LOW	LOW	Needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
M109C	2904 SPUR			Needed for administrative use
M109CC	2918 SPUR	HIGH	LOW	Risk of soil impacts and known NNIP occurrence but this will be only access into this area
M109U	M-94 SPUR	LOW	LOW	Needed for administrative use
M10Q	2481 SPUR	HIGH	MEDIUM	Needed for administrative use
M12E	2008 SPUR M12E	MEDIUM	LOW	Needed for administrative use
M-149	M-149			Needed for administrative use
M-149	M-149			Needed for administrative use
M-149	M-149			Needed for administrative use
M14A	2122 SPUR M14A	LOW	LOW	Needed for administrative use
M15A	2122 SPUR M15A	LOW	LOW	Needed for administrative use
M15F	2276 SPUR	LOW	LOW	Needed for administrative use
M21A	SPUR M21A	LOW	LOW	Needed for administrative use
M29B	2527A SPUR M29B	MEDIUM	LOW	Needed for administrative use
M34A	2264 SPUR M34A	MEDIUM	MEDIUM	Needed for administrative use
M56A	2476 SPUR M56A	LOW	LOW	Needed for administrative use
M69J	SPUR M69J	MEDIUM	MEDIUM	Needed for administrative use
M83E	SPUR M83E	LOW	MEDIUM	Needed for administrative use
M86G	SPUR M86G	MEDIUM	MEDIUM	Needed for administrative use
R100A	2870 SPUR R100A	MEDIUM	LOW	Needed for administrative use
R100B	2870 SPUR B	MEDIUM	MEDIUM	Needed for administrative use
R100D	2870G SPUR R100D	LOW	LOW	Needed for administrative use
R102J	2234EA SPUR	LOW	MEDIUM	Needed for administrative use
R102K	2234EA			Needed for administrative use
R103C	2234 SPUR R103	MEDIUM	LOW	Needed for administrative use
R107A	2034 SPUR R107A	HIGH	LOW	Needed for administrative use
R107B	2223 SPUR R107B	HIGH	LOW	Needed for administrative use
R114F	2025A SPUR R114F	LOW	LOW	Needed for administrative use
R116B	2223 SPUR R116B	LOW	MEDIUM	Needed for administrative use
R116P	2427 SPUR R116P	LOW	LOW	Needed for administrative use
R117G	8227 SPUR R117G	LOW	MEDIUM	Needed for administrative use
R118B	8040 SPUR R118B	LOW	LOW	Needed for administrative use
R118F	8262 SPUR R118F	LOW	MEDIUM	Needed for administrative use
R120L	2036 SPUR R120L	LOW	LOW	Needed for administrative use
R133A	2440 SPUR R133A	LOW	MEDIUM	Needed for administrative use
R133G	2235 SPUR R133G	HIGH	LOW	Needed for administrative use
R134D	2235C SPUR R134D	LOW	LOW	Needed for administrative use
R136B	R136A SPUR R136B	LOW	LOW	Needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
R137B	FH-13 SPUR R137B	MEDIUM	LOW	Needed for administrative use
R139A	8059 SPUR R139A	MEDIUM	MEDIUM	Needed for administrative use
R13D	8062SPUR R13D	MEDIUM	MEDIUM	Needed for administrative use
R13F	2233B SPUR R13F	HIGH	LOW	Needed for administrative use
R148D	2235 SPUR R148D	MEDIUM	MEDIUM	Needed for administrative use
R14A	K-14 SPUR R141	MEDIUM	LOW	Needed for administrative use
R14C	2026 SPUR R14C	MEDIUM	MEDIUM	Needed for administrative use
R164B	SPUR R165B	LOW	LOW	Needed for administrative use
R20A	2936 SPUR	MEDIUM	LOW	Needed for administrative use
R23B	2229 SPUR R23B	LOW	LOW	Needed for administrative use
R23F	SPUR R23F	LOW	LOW	Needed for administrative use
R24E	2894 SPUR R24E	MEDIUM	MEDIUM	Needed for administrative use
R25D	CO RD K-10 SPUR R25I	MEDIUM	LOW	Needed for administrative use
R25F	SPUR R25F	MEDIUM	LOW	Needed for administrative use
R32F	2805 SPUR R32F	MEDIUM	LOW	Needed for administrative use
R33A	2045 SPUR R33A	LOW	MEDIUM	Needed for administrative use
R34C	2055 SPUR R34C	LOW	MEDIUM	Needed for administrative use
R34E	2882 SPUR	MEDIUM	MEDIUM	Needed for administrative use
R35B	8250 SPUR R35B	MEDIUM	LOW	Needed for administrative use
R39A	8257 (CO RD 503)SPUR	MEDIUM	LOW	Needed for administrative use
R49C	2063 SPUR	MEDIUM	MEDIUM	Needed for administrative use
R56B	2186 SPUR R56B	LOW	MEDIUM	Needed for administrative use
R58D	CO RD 1-23 SPUR R58E	MEDIUM	MEDIUM	Needed for administrative use
R59A	2815 SPUR R59A	MEDIUM	LOW	Needed for administrative use
R60D	2235 SPUR R60D	MEDIUM	LOW	Needed for administrative use
R61S	2235 SPUR R61S	MEDIUM	LOW	Needed for administrative use
R67G	2231 SPUR R67G	MEDIUM	MEDIUM	Needed for administrative use
R68C	2814B SPUR R68C	MEDIUM	LOW	Needed for administrative use
R77D	2431 SPUR R77D	HIGH	MEDIUM	Needed for administrative use
R78B	2231A SPUR R78B	LOW	LOW	Needed for administrative use
R78D	2231 SPUR R78D	HIGH	MEDIUM	Needed for administrative use
R78E	2231 SPUR R78E	LOW	MEDIUM	Needed for administrative use
R80B	2235G SPUR R80B	LOW	MEDIUM	Needed for administrative use
R80C	2235G SPUR R80C	HIGH	LOW	Needed for administrative use
R80D	2235G SPUR R80D	HIGH	LOW	Needed for administrative use
R82D	2231CB SPUR R82D	MEDIUM	LOW	Needed for administrative use
R82H	2233J SPUR R82H	LOW	MEDIUM	Needed for administrative use

ID	NAME	Risk Category	Benefit Category	Comments
R83A	2228 SPUR R83A	MEDIUM	LOW	Needed for administrative use
R83B	2228 SPUR R83B	MEDIUM	LOW	Needed for administrative use
R84B	2229 SPUR R84B	MEDIUM	LOW	Needed for administrative use
R85A	2229 SPUR R85A	MEDIUM	MEDIUM	Needed for administrative use
R86A	8190A SPUR R86A	MEDIUM	LOW	Needed for administrative use
R88A	2354 SPUR R88A	MEDIUM	MEDIUM	Needed for administrative use
R92B	8014 SPUR R92B	LOW	LOW	Needed for administrative use

Appendix D

Financial Analysis

The cost analysis is intended to provide the responsible official with an estimated cost to maintain a minimum road system on the unit. This cost information can inform future project-level NEPA proposed actions about the size of a MRS during the TAP. The cost analysis is meant only to provide an estimate of the potential costs associated with various road system scenarios. These potential costs should be compared with long-term funding expectations to inform the responsible official about economic concerns associated with these scenarios.

Annual road maintenance costs (per mile) have been averaged across the Region for each Maintenance Level (ML). The cost analysis formula to estimate the cost of maintaining a particular MRS scenario is a simple mathematical calculation:

$$[\# \text{ miles of road (by ML)}] \times [\text{average annual road maintenance costs per mile (by ML)}]$$

The resulting maintenance cost figure would then be compared with long-term funding expectations to see whether a particular MRS scenario could be maintained within budget constraints. The average annual road maintenance costs per mile (by ML) are displayed in the table below:

Table 1. Region 9 average annual maintenance costs by maintenance level.

Maintenance Level	Average Annual Maintenance Cost (per mile)
ML 1 Road – Basic Custodial Care (Closed)	\$125
ML 2 Road – High Clearance Vehicles	\$1,500
ML 3 Road – Suitable for Passenger Vehicles	\$4,600
ML 4 Road – Moderate Degree of User Comfort	\$5,600
ML 5 Road – High Degree of User Comfort	\$8,000

The Region 9 average annual maintenance costs by maintenance level was calculated based on the annual maintenance costs from Forests across the northeastern United States. Depending on the location of a forest and the availability of road construction materials, maintenance costs can vary. Based on local professional experience on the HIF, Forest Engineer Greg Gardner, believes that the annual maintenance costs for the HIF would be less than what is estimated in Table 1. The maintenance costs associated with ML 1 roads are very minimal. It may include the replacement of a gate or improvements to a closure that has been destroyed by illegal use of the road. Maintenance costs on ML2 roads are also minimal. Maintenance on ML 2 roads is based on the needs of the Forest Service and the risk of resource damage. Most maintenance of ML 2 roads is completed through timber sale contracts. Details about ML 3, 4, and 5 roads are included in Appendix A. The maintenance costs associated with those roads would be comparable to the regional average annual maintenance cost.

The cost analysis in this report includes the annual funding for the budget line item specifically for road construction and maintenance (CMRD) and several other budget line items that can be and have been used for road construction and maintenance, e.g., TRTR, CMLG, ARRA, CWK2 and highway trust funds (Table 2 and Figure 1). These budget line items can and often are used for purposes other than road construction and maintenance, such as employee salaries, so in a given year the funding used for road construction and maintenance may be much less than the \$1.836 million average in Table 2.

Table 2. Historic HIF annual road construction and maintenance funding (thousands \$).

Funding Source (budget line item)	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	Average
CMRD	1,496	1,213	1,101	1,163	1,112	1,089	1,195
TRTR	0	0	0	0	0	0	0
CMLG	1,115	216	129	90	0	50	267
ARRA	2,485	0	0	0	0	0	414
CRRD	109	0	0	0	0	0	18
All HT (Highway Trust Funds)	153	16	18	0	102	0	48
CWK2	0	152	0	93	155	50	75
Total	5,358	1,597	1,248	1,346	1,369	1,189	1,836

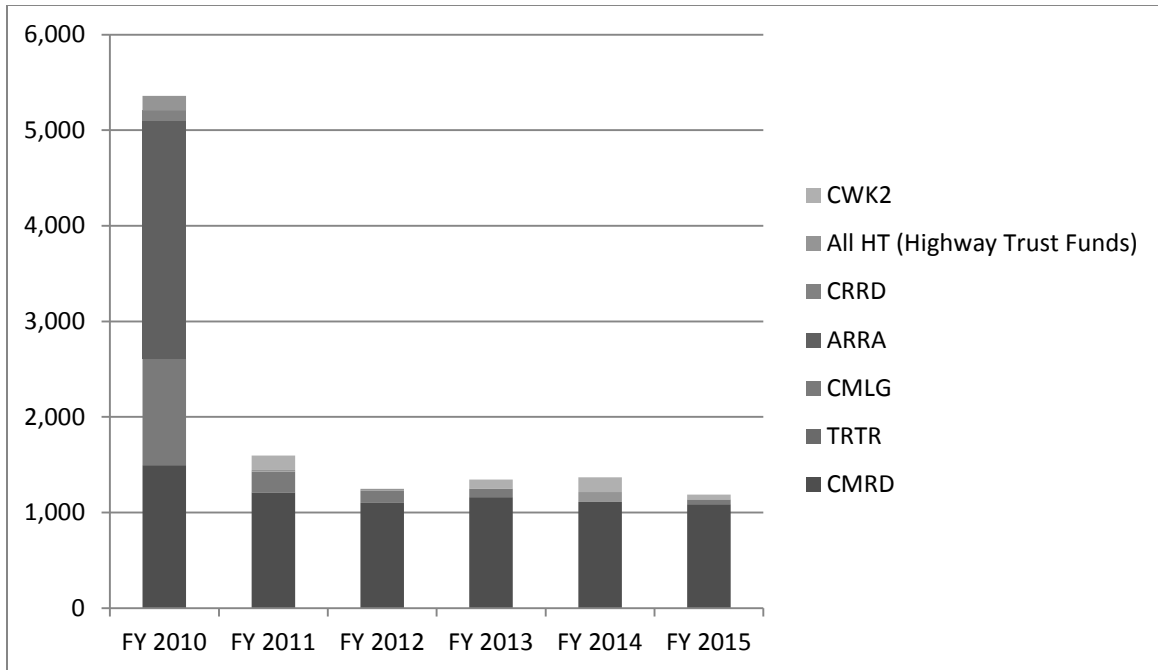


Figure 1. HIF historic funding trend.

The fiscal year 2010 funds depicted in Figure 1 may be misleading because the Forest received a large amount of American Recovery and Reinvestment Act funding to fund projects. Figure 2 shows funding from two main budget line items from fiscal 2006 through 2015. It provides a more realistic picture of funding trends over the last nine years. It still shows that funding is decreasing. Leadership has projected that funding will continue to decrease.

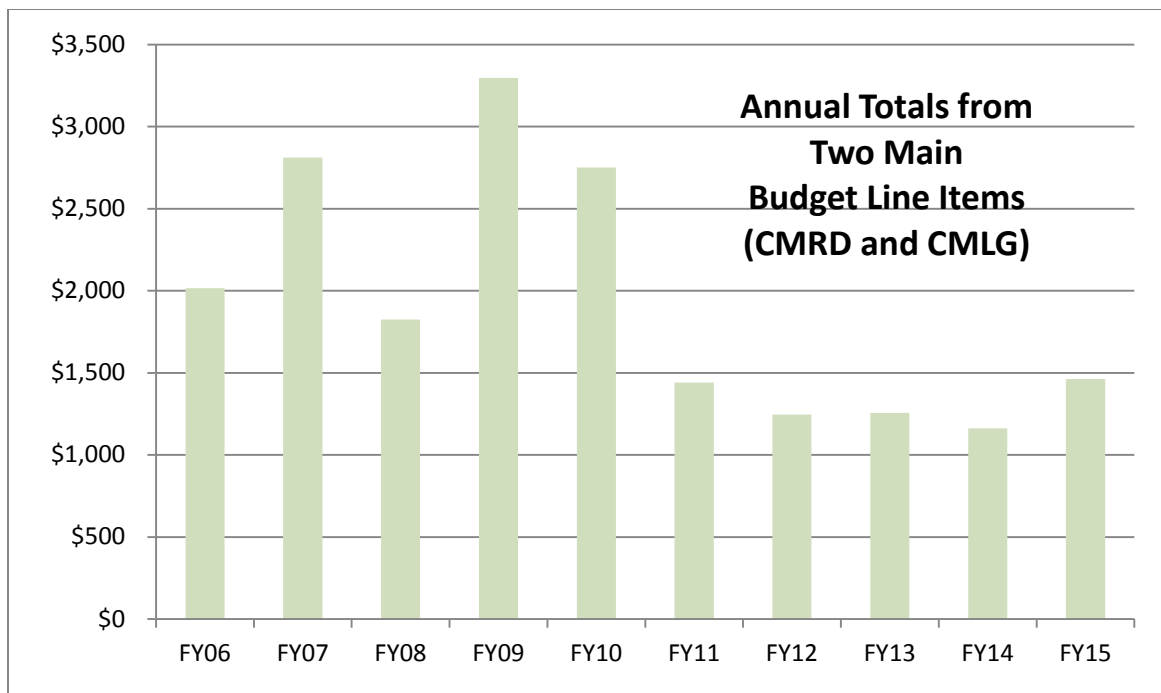


Figure 2. HIF historic funding trend for CMRD and CMLG, two main road budget line items.

Forest system roads can also be maintained by other entities, such as the County or a Tribe, through cooperative agreement providing road maintenance savings to the HIF. System road maintenance can also be funded through timber sales and stewardship funding. Deposit funds come from gravel collections, engineering services collections, and road maintenance collection derived from commercial haul permits and timber sale contracts. It is difficult to project the amount that will be collected annually from such a variety of sources, but over the last 5 years an average of \$94,329 has been used for road maintenance and planning annually.

None of these alternative sources of funding were included in this cost analysis.

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Appendix E
Public Involvement
and
Collaboration Information

Hiawatha National Forest's Public Engagement for Travel Management Subpart A – Travel Analysis

The following summarizes the public engagement that Hiawatha National Forest implemented throughout the Subpart A - Travel Analysis Process (TAP) of Travel Management. It is imperative to keep people educated, informed and included with respect to the Travel Analysis Process. Our unit used key messages, strategies and other materials that were developed by the Eastern Region of the USDA Forest Service. This helped us (and neighboring units if applicable) communicate a consistent message regionally with all audiences throughout the process. See below for an overview of our unit's public engagement:

Internal Audience

Before any communication is shared with the public, Hiawatha National Forest spoke with all employees and the adjacent National Forests. Employees can be an organization's greatest ambassadors and it is not necessary to develop new communication materials, just keeping employees informed on who, what, where, when and why.

All employees and the adjacent National Forests were kept informed throughout the process. Information was provided through regular forest, zone and district leadership meetings and notes. Study team members were updated at meetings held throughout the process.

TAP IDT Meeting Dates

West Zone TAP IDT Meeting 1 at Munising	March 18-19, 2014
West Zone TAP IDT Meeting 2 at SO	April 23-24, 2014
East Zone TAP IDT Meeting 1 at St. Ignace	April 28-29, 2014
West Zone TAP IDT Meeting 3 at Rapid River	May 5-6, 2014
West Zone TAP IDT Meeting 4 at Rapid River	June 10, 2014
East Zone TAP IDT Meeting 2 at St. Ignace	June 24-25, 2014
West Zone TAP IDT Meeting 5 at Rapid River	July 10, 2014
West Zone TAP IDT Meeting 6 at Rapid River	September 16, 2014
West Zone TAP IDT Meeting 7 at Rapid River	October 21-22, 2014
East Zone TAP IDT Meeting 3 at St. Ignace	February 24, 2015
West Zone TAP IDT Meeting at Rapid River	March 3, 2015
Law Enforcement Meetings by telecon	March 23 and March 24, 2015
Rapid River Ranger District Ranger Meeting with Joanne Sanfilippo to go through results	June 18, 2015
East Zone District Ranger Meeting with Robert West to go through results	June 26, 2015
Munising Ranger District Ranger Meeting with Charlie Marsh to go through results	July 7, 2015

External Audience (Public included citizens, stakeholders, adjacent landowners, interest groups)

It is imperative that the communications instill trust and confidence with the public. Efforts were made to make sure that the Hiawatha National Forest engaged with the public about this process.

- Information sharing has been ongoing and included the following:
 - Press releases
 - National Forest Begins Road Study released May 27, 2014
 - Public Input Sought for Road Study released July 15, 2014
 - Public Input Sought for Road Study released August 13, 2014
 - Public Input Reminder for Hiawatha National Forest Transportation Analysis – Two Weeks Remaining to Provide Comments, Deadline September 30, 2014
 - Events (*i.e.* open houses) along with a comment form
 - April 25, 2014 9-3 Friends of the Hiawatha National Forest meeting – 20 participants
 - June 11, 2014 3-6 pm St. Ignace District Office – 11 participants
 - June 12, 2014 3-6 pm Sault Ste. Marie USDA Service Center – 7 participants
 - June 18, 2014 3-6 pm Rapid River District Office – 2 participants
 - June 23, 2014 3-6 pm Munising District Office – 1 participant
 - May 15, 2015 9-3 Friends of the Hiawatha National Forest meeting – 20 participants
 - External Forest/Prairie website
 - Road Study Online comment form
 - Road Study Mail-in comment form
 - Road Study Poster Set
 - News Release May 27, 2014
 - USFS Guidelines for Road Maintenance Levels 2012
 - Draft East Zone Map part 1
 - Draft East Zone Map part 2
 - Draft West Zone part 1
 - Draft West Zone part 2
 - Draft West Zone part 3
 - Draft West Zone part 4
 - CARA link to submit comments electronically
 - E-mail mailing
 - 92 E-mails were sent out prior to the May 27, 2014, press release to the regular Forest mailing list
 - 92 E-mails prior to the press release announcing the two-week reminder

The comment period was from May 27 through September 29 to provide the public ample time to comment. News releases were sent out each month. Letters describing the TAP process and encouraging representatives to comment were sent to each County and Sheriff Department on July 28, 2014. Reminder letters were sent to the tribes on September 12, 2014.

A TAP process interview was televised September 2, 2014, on Channel 6 out of Marquette. More information is available at:

<http://www.uppermichiganssource.com/news/story.aspx?id=1091478#.VAh9C0aKBdg>

Tim Kobasic, Executive Producer of Trails and Tales Outdoors Radio, also broadcast an interview with Gerry Reese, Vice-President of the Schoolcraft County Motorized Trails Association, titled “Hiawatha

Trail Association Working to Expand Motorized Riding In Hiawatha Forest,” September 13, 2014. The following Saturday an interview with Ginger Molitor, titled “Your Last Chance to Add to TAP,” was broadcast. More information on Trails and Tales Outdoors Radio is available at: <http://kmbroadcasting.com/trails/index.php?home>. Tim’s summaries of the interviews are available at: <O:\NFS\Hiawatha\Project\EA\EATap\Public Outreach\Communications>

The HIF received 66 pieces of correspondence in response to the request for public input. All of the pieces of correspondence are in the project record and are available upon request.

Local/County/State/Other Federal Agencies

Local and Regional Business Management & Partners

It is imperative that the communications instill trust and confidence. Efforts were made to make sure that the Hiawatha National Forest has made every opportunity to inform them about this process.

- Information sharing has been ongoing and included the following:
 - On-going, two-way, meaningful and in-person/face-to-face conversations that occur as early as possible in the process – several people came into the District offices asking questions throughout the public input process – the number of these occurrences was not recorded
 - Small group meetings
 - Motorized Trail Proposal Evaluation Meeting on July 16, 2015 in Manistique, Michigan – 22 participants
 - E-mails
 - June 29, 2015 e-mail sent out to 10 contacts to invite people to the motorized trail proposal evaluation meeting

Tribal Relations

The tribal audience is separate and distinct from other audiences; information received from tribes should not be aggregated with input from other groups. The Forest PAO worked with the Regional Tribal Relations Specialist and Forest Tribal Liaison to keep information sharing an ongoing process with tribes. It’s imperative to work with tribes from the beginning of the process, in a collaborative manner, through the completion of the report to overcome perceptions of the restricted access to traditional places and protected activities. Information sharing included the following:

- Engaging in early meaningful consultation and collaboration with tribal officials, leaders, members and traditional practitioners
 - On-going, two-way, meaningful and in-person/face-to-face conversations that occur as early as possible in the process that may affect treaty rights and access to treaty resources, traditional practices, and access to Sacred Sites and Sacred Places. These conversations are held on a regular basis and are not generally recorded.
 - Events (*i.e.* open houses and small meeting designed for tribal leaders and members only)
 - Meeting with Hannahville Indian Community Chairman Kenneth Meshigaud May 14, 2014
 - Meeting with Sault Ste Marie Tribe of Chippewa Indians Chairman Aaron Payment, Transportation Planner, Wendy Hoffman, and Membership Liaison, Clarence Hudak May 15, 2014
 - Meeting with Bay Mills Indian Community Chairman Levi Carrick May 15, 2014

- TAP presentation for the Sault Ste. Marie Tribe of Chippewa Indians Inland Conservation Committee June 9, 2014
- Meeting with Bay Mills Indian Community Chairman Levi Carrick, Transportation Planner, Justin Carrick, and tribal member, Joe Carrick September 2, 2015
- Meeting with Sault Ste. Marie Tribe of Chippewa Indians Department Heads and tribal members September 2, 2015 – 10 participants
- Meeting with Hannahville Indian Community Chairman Kenneth Meshigaud and Public Works Program Director, Betty Draze, September 4, 2015
- E-mails were sent out prior to each of these meetings to set them up and reminder e-mails were sent.

Communication materials used included the following:

- Frequently Asked Questions & Answers (internal)
- Comment form for open houses
- Postcards (announcing opening house, tours, small meetings, etc.)
- E-mails (mailings announcing open house, tours, small meetings, etc.)
- Press Releases
- Internal & External Forest/Prairie websites
 - External website (Portal)
 - Background information of the travel analysis
 - Public comment form
 - Updates on the process in a timely manner
 - Dates of open houses, tours, etc.
 - Press Release/s

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Appendix F
Issues Summary from
Public Involvement

Forest wide Issues

Issue Statement
Access to trails and paths
Road closures will make it difficult to access other trails and paths.
Access to forest products
With more road closures the distance will become too far to carry berries, mushrooms or drag out a deer.
Access for hunting, fishing, and trapping
The 2014 Whitetail Summit found that access to hunting lands is among the highest ranking issues facing deer hunters today. The maintenance and expansion of accessible sites (including trails and roads), facilities, and equipment to encourage accessible outdoor recreation for people with disabilities, seniors, and youth and the maximum possible access to outdoor recreation opportunities, including no net loss of public hunting and fishing/boating access locations is encouraged.
Seasonal restrictions (i.e. September 1st through December 15th) for the purpose of hunting would help in curbing general misuse and attempts at cross country riding and enhancement of opportunity especially for the elderly and disabled.
Rather than expanding any permanent road closures, the USFS might also include in the analysis the consideration of temporary closures or openings to accommodate key opening season hunting/trapping/fish dates and weekends as appropriate.
Temporary closures during harsh wet weather conditions might also extend the “life” of roads that would be destroyed if travelled with motorized vehicles.
The Forest Service should consider and prioritize maintaining access and even reopening closed roads that would benefit both timber harvest access as well as hunters, anglers and trappers.
Road closures discriminate against the working man who has little time to hunt.
Access to Aquatic Resources
Road routes to access points to aquatic resources for recreational and management purposes should be considered a priority to remain open and intact as currently offered in the Hiawatha National Forest.
Closure of roads to lakes, ponds, rivers or streams would likely lead to reduced recreational usage by public stakeholders and reduced opportunities for management activities (protection, enhancement, restoration, etc.) of aquatic habitats, fish communities and recreational fisheries.
This road closure study can also be used as a back door study to close public access to certain lakes within the Forest.
Multiple-use nonmotorized trails
Recreational use of the Forest is not necessarily just developed campgrounds but rather depends on multiple-use trail systems. These trail systems should include all facets of trails from improved gravel or paved roads to hiking and mountain biking paths.
One of the overlooked opportunities for biking trails is the logging trails that have been made throughout the forests and are oftentimes obliterated after being improved. I understand that preventing heavy vehicular use of these trails may be counterproductive, however, biking on these trails has little impact on the environment.
Right now the only opportunities for biking in the Hiawatha Forest are on improved gravel roads that are

open for ATV or other motorized vehicle use.
Access for OHV/ATV traffic
ATV/OHV riders have limited objectives: <ol style="list-style-type: none"> 1. They want to travel on roads which don't have high amount of other vehicular traffic. 2. They want to travel from Point A to Point B with each point offering amenities, such as food, fuel and lodging. 3. Lacking a specific destination they want to be able to travel on loops which will bring them back to home base without traveling the same road twice.
Cross country ATV/ORV riding is not allowed in the Hiawatha. These Level I roads can serve as tangent route open for ATV/ORV use and discourage someone from breaking policy and going cross country. They can also be used for multi-use that would include hiking, equestrian riding and biking, all of which should, if done properly, keep these same roads from recruiting with unwanted plant/tree generation and could potentially save the USFS from the cost of brushing if and when the Level I road is needed for timbering or other forest management need.
Forcing OHV/ATV traffic onto these [main County roads] roads by closures of seldom traveled forest roads makes no sense at all.
The artificial limit of 75 miles of Level 3 roads makes no sense.
The Forest service also has labeled many roads level 3 which in reality are level 2 or less. Those roads should be open to OHV/ATV traffic!
Recommendations for the ORV proposed trail system traversing Hiawatha National Forest across the Upper Peninsula was submitted in December of 2013 with GIS mapping after a year of Grant Sponsor study. It should be a prime consideration for the TAP analysis.
The Statewide ORV Trail system which is currently under development & implementation has "connectivity" as a primary objective. Hiawatha National Forest is currently the primary stumbling block to achieving "connectivity" of the Eastern & Western Upper Peninsula.
OHV/ATV impacts
OHV/ATV traffic does no more damage to a level 3 road than a car or truck.
Regarding the Hiawatha road study and environmental impacts to the Hiawatha Forest road system, it is easy to see that environmental damage and erosion are caused primarily by significant increases in ATV use on Forest roads and trails. If you need to reduce the environmental impact on roads, you need to regulate these vehicles.
ATV traffic is also a nuisance to traditional outdoorsmen and sports persons (i.e.-noise, ruts, thrown gravel, etc.). Sportsmen using traditional methods of low impact travel need access for hunting and fishing locations and should not be penalized with road closures that may be primarily caused by ATV use.
OHV/ATV safety
In addition, other than the paved county roads the other level 3 gravel roads carry very little vehicular traffic, so the possibility of car OHV/ATV collisions is extremely low.
Many transient users "fear" operating ORVs in Hiawatha National Forest due to the lack of signing that comes with not having a designated trail system.
Access for small landowners
Road closings have unintended benefits to a handful of small landowners that will have access to a large area accessible and used by only a few.

Working with forest industry
The USFS should work with the forest industry on maintaining necessary road access and also consider means for using new technology and best management practices for decreasing impacts to existing roads to reduce maintenance costs.
Forest Service processes
The Motor Vehicle Use Map is not user-friendly and is not designed to be used as trail maps.
Interactive trail maps should be a part of National Forest website and should be user friendly.
We have a use permit to access our camp property through Forest Service land. The permit process seems fair, and we are satisfied with it.
The Level I Roads have historically been closed for use, however there are segments that have remained actively used by some members of the general public for access to hunting and other needs. Upon finding these roads being used, the USFS has escalated physical closure which has created a dilemma of suspicion that the management of the Hiawatha is aggressively closing many roads.
Public education through awareness campaigns and involvement in marketing through the help of HTA [Hiawatha Trail Association] could gain an appreciation and respect not currently seen from some motorized and non-motorized sports users.
ORV MOUs
The ORV MOU (expires 2015) and the Snowmobile MOU (expires 2016) between the Federal Forests in Michigan and the DNR. This should be reviewed as part of the TAP analysis. It is recommended that the MOUs include language to expedite permitting of Special Events on the "Designated Trail System". Keep in mind that the Grant Programs fund the infrastructure, brushing, signing and special maintenance project on that Trail System.
Road maintenance
The claim that some of these roads must be closed due to budget limitations is simply not a credible one. Many of these roads never see a dollar spent on them for maintenance and remain open simply by the common use of those of us who regularly travel these roads as we enjoy our outdoor pursuits. Regular travel keeps the road from growing over with vegetation and many users routinely remove dead wind-fall trees that occasionally block the roads. Let this continue and the roads that are used regularly will remain open while those that have no useful purpose will slowly fill in on their own until they are no longer useable.
State Forest roads and CFA roads are left open for public benefit with little or no maintenance. My experience with Forest service roads is that small levels of maintenance lead to degradation of road quality. For example, 5 or 6 years ago a number of Forest service roads in the Hiawatha were "brushed out" by a contractor. The openness of the roads led to increased use by larger vehicles, which in turn tore up the roads. The roads that were brushed out are in much worse condition now than they were prior to the work 5-6 years ago. While roads that were not brushed out have maintained their condition. I urge you to not close additional roads, even if they are not being maintained. While road maintenance for bridge/culvert repair, water holes, erosion, etc. are all prudent, I would suggest routine maintenance of the "2-tracks" be eliminated to reduce the aforementioned situation.
If people or user groups are not using certain trails and roads, the natural process will show the Forest Service what is being used and what is not. Most likely, the current roads not being used are dead ends!
Economics
Our fisheries and wildlife resources are economic drivers in this state; according to the U.S. Fish and

<p>Wildlife Service, in 2011 hunters spent \$33.7 billion nationwide, while anglers spent \$41.8 billion. Ranking 4th nationwide, Michigan’s 1,938,000 hunters and fishermen spend \$4.8 billion annually and support 72,462 jobs. The sportsmen and women of the state ARE economic drivers. Sportsmen and women’s concerns are of equal value to those who use our natural resources for extractive purposes or who passively recreate on federal lands.</p>
<p>Since this study is about saving money on road maintenance, the Forest Service should not close roads. The Forest Service may choose not to maintain lesser used roads but closing roads costs money, even if the only action is sending an employee out to put up signs!</p>
<p>The State of Michigan and the DNR have spent millions of dollars opening new means of access for ATV/UTV and motorcyclist state wide to promote tourism and to help the businesses of rural Michigan communities survive in what has become the worst economic times of most of our lives. . . . With the US Forest Service I see an agenda that directly conflicts with the efforts of the State of Michigan and Mackinac County in this case.</p>
<p>Road closure support</p>
<p>The Forest is much better in its natural state if possible. Roads that have little usage that can be closed should be closed and allowed to revert back to nature.</p>
<p>As nonusers of ATVs, we hope the aggressive lobbying by ORV interests are held in check as motorized vehicles are incredibly intrusive from a number of standpoints.</p>
<p>West Zone-specific Issues</p>
<p>Issue Statement</p>
<p>Multiple use access</p>
<p>Jack Pine Lodge property has been designated as the Jack Pine Trailhead for multi-use ORV and Snowmobile by the Michigan DNR for access to the Haywire (41) and trail 413. It is a central meeting place and Hiawatha area destination for all outdoor activities in Schoolcraft County (snowmobiling, ORV, horseback riding, fishing, hunting, biking, kayaking, hiking, and cross-country skiing).</p>
<p>Economics</p>
<p>It is very important to our business, local property owners, tourists, and our family livelihood, that you maintain year round open access into the Jack Pine Lodge via trail 413, 41 Haywire Grade – Forest road 2641, 2643, 2644, 2645, 8177, 8178, etc. Big Spring Inn through trail system, and Crooked Lake via Lakosky road.</p>
<p>Resource damage information</p>
<p>The south pipeline by snowmobile trail #2 has been closed for traffic for 2 years on the west side with boulders blocking the trail. Now the boulders need to be put on the east side to keep vehicles and 4-wheelers off that part of the trail. It will help close the loop so erosion won't occur and wetlands will not be damaged by traffic.</p>
<p>OHV/ATV access</p>
<p>The Sportsmen's Off Road Vehicle Association of Alger County is in full support of a GIS proposal that has been submitted by the Hiawathaland Trail Association that will serve to clarify current and proposed designated trails and routes within the Hiawatha. The plan also illustrates the connecting routes that should provide adequate and legal access for ATV/ORV users wanting to enjoy the opportunities available. The Hiawathaland Trail Association plan should be adopted.</p>
<p>With this plan, the opportunity for State designation of these trail systems/routes would also allow State</p>

<p>ORV Trail funding to be accessed for regular maintenance and restoration of these roads.</p>
<p>Road and trail maintenance and improvement</p>
<p>The Marquette County Road Commission (MCRC) has several public roads within the Hiawatha National Forest. The Road Commission requests that any plan the Hiawatha Forest puts together does not conflict with our regular maintenance, heavy maintenance or future upgrades to these roads.</p>
<p>The TAP analysis should identify Haywire Grade/Trail 41/Marquette to Manistique Route for a priority NEPA to determine:</p> <ol style="list-style-type: none"> 1. The safety of the 12 bridges north of Steuben 2. The physical & functional obsolescence of the 12 bridges. 3. The type of replacement structure and supports. 4. The potential for trail relocation versus bridge replacement. 5. The impact to the current multiyear trail reconstruction (if a section of trail is going to be moved, why bother reconstructing it). 6. As an action note, establish a projected timeline.
<p>Let's start by looking FF 13. The south portion from County Road 440 to U.S. 2 is a disgrace. This road hasn't had a redo in at least 30 years. Every year Delta County fills millions of potholes only to repeat the work the next year. Allowing big trucks other than timber haulers to use the road is very dangerous and damaging. You need to count the number of vehicles that use this road throughout the year, the number is quite high.</p>
<p>The north portion of this road, from County Road 440 to M-28 is now showing signs of disrepair. Large potholes along the shoulders are getting worse.</p>
<p>We own a piece of property at 8765 N Boot Lake Road. The property has shoreline access to Boot Lake. The road that services the boat launch is in very bad shape and should be looked at.</p>
<p>Specific road requests</p>
<p>We drive in from M-94 between the Middle Branch and South Branch of the Stutts Creek on road 2253 to road 2695 then road 2695 to road 2097. Road 2097 crosses the Haywire Rail Trail (8109) and continues on to our property. I've taken these road numbers from the Bass Boot Project, Proposed Action North Map. The property sits northeast of Big Island and Townline Lakes at the end of road 2097. Keep these roads.</p>
<p>Roads 2231 and 2235 should be kept open for vehicle and 4-wheeler traffic. Road 2233 should also be open for recreation vehicles - motorcycles and 4-wheelers and cars and trucks.</p>
<p>Fisheries Division would prefer to see the following roads remain open because of their access to significant fisheries. The following roads lead to fisheries that are either stocked or have limited public access. West Zone Map #1: #2866 and M55B</p>
<p>East Zone-specific Issues</p>
<p>Issue Statement</p>
<p>Economics</p>
<p>ATVs are very important to our area, and we as a community with a tourism economy need to see their use encouraged.</p>
<p>Day riding loops that travel from St. Ignace to areas such as Trout Lake, Moran and Brevort are vitally important to growing this industry and promoting tourism.</p>
<p>Interconnected trails from town to town are important to connect communities, benefiting all involved.</p>
<p>OHV/ATV Access</p>
<p>The ORV trails either dead end at a short distance or a user cannot legally get to the trail from another road or trail.</p>

It would be nice to have a trail connecting Rudyard, Trout Lake, Strongs, Eckerman, Paradise, and other surrounding areas.
The Straits Area Snowmobile Club maintains and improves the recreational snowmobile trails in central Mackinac County. The organization has applied for and received ATV/ORV grants to maintain those trails for dual use.
The ultimate goal of the St. Ignace DDA and many local businesses is to promote this area as an ATV hub, the jumping off point for all UP trails for “downstaters.”
The same route coming out of St. Ignace used by snowmobilers in the winter can be used by OHVs. I will include a map to go along with the following description. Going north out of St. Ignace on Route Number 3104 on route 3105 than TR on Co. Rd. H-57 than TL on route 3303 than TL where the road meets the power lines than go right on the power lines TR on route 3108 and follow it to Worth Rd. At that point you could connect to the state trail system and take it anywhere west. This route would also allow campers that are staying at the Brevoort Lake campground to access state trails and have a route into St. Ignace.
The second route that we would recommend and I am assuming the railroad grade that parallels M123 is open to ORV's would start at M-123 and Co Road 520 then go west on route 3450 TL on route 3119 to route 3129 which is open to ORV's. This in turn would give the ORV's a north route to connect to existing ORV trails.
Realizing that all roads probably won't be opened to OHV/ATV traffic, we are listing the following roads that are currently closed to OHV/ATV traffic that should be opened with reasons for opening them. FS 3139 and FS 3131 are open to OHV/ATV traffic presently but there is only one connection between them. FS 3137 should be opened to provide an additional connection. FS 3136 and FS 3132 should be opened to provide additional loops and make a large number of hunting camp owners happy. FS 3134 should be opened to provide access to the Sullivan Creek Fish Hatchery. FS 3352 should be opened to provide a logical route to the old Soo Railroad grade east of Racó. The old Soo Railroad grade from Racó east will be opened in the spring of 2015 as a MDNR designated OHV/ATV trail leading to Sault Ste. Marie.
FS 3157 should be opened to OHV/ATV traffic because it is a logical connection between FS 3156 which is open to OHV /ATV traffic and the old Soo railroad grade which will soon be purchased by the State of Michigan and used for OHV/ATV traffic. Also it would seem that the Forest service would be interested in promoting OHV/ATV visits to the Pendills fish hatchery.
FS 3150 and FS 3251 should be opened to provide a direct connection with East-West Road on the West side of M-123. These two roads would provide a northern loop into Hulbert. By opening FS 3150 to Lakeshore Drive ATV/ORV traffic could access the neat Forest Service Parks on Whitefish Bay.
FS 3344 north of Trout Lake is open but is a road to nowhere!!! FS 3343 should be opened to the east and FS 3145 should be opened north and south, which would provide riders coming north out of Trout Lake with logical routes to go east or also north toward Hulbert and Strongs. Riders coming south on FS 3145 could have a direct connection with roads going south into the Lake Superior State Forest.
Several Forest roads in Mackinac County are closed that should be open to ATV/OHV traffic. FS-3122 provides a connection between East Lake Rd. and the railroad grade along M-123 which will be a MDNR sponsored trail from St. Ignace and Trout Lake. FS 3104 and FS 3105 should be opened to provide an additional connection from the old railroad grade with the Lake Superior State Forest Trails and the MDNR ORV trailhead. FS 3425 is closed from M-134 north which places the bridge across I-75 off limits. ATV/ORV traffic desiring to access county roads to the east or west of I-75 is being effectively blocked by this closure.
Multiple-use nonmotorized trails
While at a Great Waters and at our NCT chapter meeting recently there were discussions about the closing of Forest roads in Hiawatha National Forest East. At both meetings there was interest in a planned

bicycle trail perhaps a circle route that would use the closed road system. Perhaps with some planning this could become a reality.
Could some of the closed USFS roads make a mountain biking trail? We get inquiries for biking trails from visitors at the Trail Town Center.
Some of the existing USFS roads are excellent for biking. Could some of them be posted as road biking routes and maps made available? (No bike signs at NCT crossings.)
North Country Trail
The North Country Trail needs improved parking space at major road crossings along the route to create better NCT access and for safety purposes. Day use has been increasing.
New ORV trails should avoid possible access to the NCT when possible. (ORV use of the NCT has been minimal in recent years) Note ORV use
Parts of the North Country Trail can and should be available for multiple use as are parts of it now.
Road and trail maintenance and improvements
There is no Forest route sign at the entrance to the Carp River access site road, at the very location where travelers would expect to see it. Attached hereto are five photographs, showing that the only signage visible at the intersection is the stop sign.
East Lake Road needs better maintenance or blacktop. Route is a short cut and receives heavy use.
Improved parking is needed at the Niagara Escarpment on 3323, Dick Road North and South crossings.
Improve trailhead parking Castle Rock, Trout Brook Pond and M123.
3561 - Hogsback - East Branch floods in spring turns into the Arbutus. Affects snowmobile and OHV use. Limits access from Dick Rd.
Strong's 3142 - County is plowing too far south. Affecting snowmobile trail use on shoulder.
Specific road requests
Reconsider closing of the roads, trails, two tracks and paths in the Hiawatha National Forest Eastern Section, off Highway #123 between Eckerman and Paradise. The specific area is T.47N., R.6W., 19 sections # 30 & 31, closing #s 3689B, 3689C., 3322B., 3322C historically has been used by entire family.
The Forest Service should reconsider the existing configuration of areas that are allowable in the Forest between St. Ignace, Moran, Trout Lake, and Brevort areas.
Fisheries Division would prefer to see the following roads remain open because of their access to significant fisheries. The following roads lead to fisheries that are either stocked or have limited public access. East Zone Map # 1: #3211, #3199, and #3222
St. Martins Point
The idea of only having certain area trails open does not benefit the majority of property owners out in the platted St. Martins Point Subdivision.
Closing of the trails and roads in this area has not helped property values that feed taxes to support your department.
Should there ever be a natural disaster of some kind (fire, flood, snow drifting from the lake, etc.), the peninsula at this time has two ways on and off should the US Forest Service close the proposed "roads/trails" this would leave only one way out of either side of the peninsula potentially putting human life in danger.
Please consider opening trails on Saint Martins Point for ATV use in addition to the 1 trail now open between Search Bay and St. Martins Point.
The subject trail should be left open for public use of any kind (to include: ATV's, mountain bikes, hiking

and cross country skiing. The use of ATV's has caused a minimal amount of damage to the trail. It can then be used by children and the public instead of just along St. Martins Point Road which can be dangerous due to automobile traffic.

The campsites at Search Bay should be left open for public use. If funding is available it would be nice to have picnic tables and fire pits at each site. Most people are good about cleaning up and removing waste. Please don't let the actions of a few idiots ruin the fun for the public at such a nice location.

If maintenance of these roads is an issue, willing property owners on St. Martins Point would partner with the Forest Service to maintain these roads in a good useable condition. Please reconsider the closing of these roads.

The proposed plan appears to be well thought out and well laid out as well. We are asking for consideration of a proposed "partnership" that would be between landowners like ourselves on the federal Forest side of area 8.1. My lots are 105 and 106 near or at the beginning of 8.1 address N3807 - This was the original trail and property of Alton Mead who developed the road, our marina, and was instrumental in originating development of our beautiful point properties. We are asking only that the main road (trail) paralleling St. Martins Pt. Rd. be extended to the end of St. Martin Pt. Rd. This would allow access for ATV use only to property owners through the main gate to Search Bay as proposed, and in Area 8.1 only to the end of the trailhead and end of St. Martin Pt. Road's dead end. We would propose leaving the post and no ATV regulation to disallow "thru-traffic." Many of us are older and require ATV's to provide mobility to walkways for mushrooming and nature observation. You are welcome to access the trail through N3807 "my property" clearly blocked off by a 12-foot yellow gate. We would enjoy discussing and walking this proposed extension with you and invite alternatives if any are possible. Many of us would "partner" with your staff to maintain and help regulate violation of the laws through effective communication and nonconfrontational "informative education"

Re: Wolf - As you close off most human and motorized activity, the Forest will be an empty, quiet place - wolves have been observed here and more than once - an inevitable conflict between wolf pack and people will eventually happen - There are more than 100 homes and cottages along the WEST boundary. To set up this future conflict is irresponsible planning on the part of the Forest Service.

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Appendix G

District

Road Risk and Benefit Matrices and Recommendations by ML

Munising RD Roads Risk and Benefit Matrix and Recommendations for ML 1 Roads.

Ranking		Route Miles		Recommended changes to current ML 1 Roads by miles*					
Risk	Benefit	Total Miles	Relative %	Keep	Change ML	Convert to Trail	Relocate	Decommission	Decommission and Special Use Permit
High	Low	43.1	19	18.9	0.2	1.0	0.3	22.6	0.1
High	Mod	9.5	4	4.6	0.0	1.3	0.0	3.4	0.2
High	High	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0
Mod	Low	58.5	26	33.6	0.0	0.1	2.0	22.8	0.0
Mod	Mod	14.4	6	7.8	0.1	0.0	0.0	6.4	0.1
Mod	High	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0
Low	Low	83.1	36	47.4	0.6	1.6	0.6	32.7	0.2
Low	Mod	19.8	9	11.5	0.0	0.3	0.2	7.6	0.2
Low	High	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0
Total Miles		228.4	100	123.8	0.9	4.3	3.1	95.5	0.8
Percent				54	1	2	1	42	0

*Mileages derived from current GIS data (September 2015).

Munising Roads Risk and Benefit Matrix and Recommendations for ML 2 Roads.

Ranking		Route Miles		Recommended changes to current ML 2 Roads by miles*					
Risk	Benefit	Total Miles	Relative %	Keep	Change ML	Convert to Trail	Relocate	Decommission	Decommission and Special Use Permit
High	Low	40.3	10	34.5	0.5	0.0	0.0	4.2	1.1
High	Mod	61.1	14	51.9	2.4	1.2	0.4	4.6	0.6
High	High	16.6	4	16.5	0.0	0.1	0.0	0.0	0.0
Mod	Low	52.7	12	40.3	0.8	0.0	0.6	11.5	0.1
Mod	Mod	85.7	20	71.0	1.7	0.4	0.9	11.4	0.3
Mod	High	13.5	3	12.9	0.1	0.1	0.0	0.0	0.4
Low	Low	57.7	14	42.2	1.2	0.6	0.0	13.2	0.5
Low	Mod	83.1	20	68.3	1.1	0.4	1.1	11.4	0.8
Low	High	12.1	3	11.8	0.0	0.0	0.0	0.3	0.0
Total Miles		422.8	100	349.4	7.8	2.8	3.0	56.6	3.8
Percent				83	2	0	1	13	1

*Mileages derived from current GIS data (September 2015).

Munising Roads Risk and Benefit Matrix and Recommendations for ML 3 Roads.

Ranking		Route Miles		Recommended changes to current ML 3 Roads by miles*		
Risk	Benefit	Total Miles	Relative %	Keep	Change ML	Transfer Jurisdiction to County
High	Low	1.6	4	0.0	1.6	0.0
High	Mod	8.7	24	6.7	0.0	2.0
High	High	3.0	8	1.0	0.8	1.2
Mod	Low	0.4	1	0.0	0.1	0.3
Mod	Mod	8.7	23	8.3	0.0	0.4
Mod	High	8.1	21	5.6	0.1	2.4
Low	Low	0.2	1	0.0	0.2	0.0
Low	Mod	3.9	10	3.1	0.4	0.4
Low	High	3.2	8	0.4	0.0	2.8
Total Miles		37.8	100	25.1	3.2	9.5
Percent				66	8	25

*Mileages derived from current GIS data (September 2015).

Munising Roads Risk and Benefit Matrix and Recommendations for ML 4 Roads.

Ranking		Route Miles		Recommended changes to current ML 4 Roads by miles*		
Risk	Benefit	Total Miles	Relative %	Keep	Transfer Jurisdiction to County	
High	Low	8.2	18	0.3	7.9	
High	Mod	3.7	8	3.7	0.0	
High	High	5.0	11	5.0	0.0	
Mod	Low	2.3	5	0.0	2.3	
Mod	Mod	7.7	17	7.7	0.0	
Mod	High	6.0	13	6.0	0.0	
Low	Low	0.9	2	0.0	0.9	
Low	Mod	6.2	14	6.2	0.0	
Low	High	5.2	12	5.2	0.0	
Total Miles		45.2	100	34.1	11.1	
Percent				75	25	

*Mileages derived from current GIS data (September 2015).

Munising Roads Risk and Benefit Matrix and Recommendations for ML 5 Roads.

Ranking		Route Miles		Recommended changes to current ML 5 Roads by miles*	
Risk	Benefit	Total Miles	Relative %	Keep	Transfer Jurisdiction to County
High	Low	0.3	3	0.3	0.0
High	Mod	2.4	20	2.1	0.3
High	High	3.1	25	3.1	0.0
Mod	Low	0.5	4	0.5	0.0
Mod	Mod	1.6	13	0.7	0.9
Mod	High	0.5	4	0.5	0.0
Low	Low	0.4	3	0.4	0.0
Low	Mod	3.0	25	2.8	0.2
Low	High	0.4	3	0.4	0.0
Total Miles		12.2	100	10.8	1.4
Percent				89	11

*Mileages derived from current GIS data (September 2015).

Rapid River/Manistique RD Roads Risk and Benefit Matrix and Recommendations for ML 1 Roads.

Ranking		Route Miles		Recommended changes to current ML 1 Roads by miles*						
Risk	Benefit	Total Miles	Relative %	Keep	Change ML	Convert to Trail	Relocate	Transfer to County	Decommission	Decommission and Special Use Permit
High	Low	40.2	15	18.1	0.1	0.0	0.0	0.0	17.0	5.0
High	Mod	19.1	7	15.0	0.0	0.0	0.0	0.0	4.1	0.0
High	High	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Mod	Low	92.6	33	58.1	0.0	0.4	0.0	0.3	32.4	1.4
Mod	Mod	62.1	22	42.7	0.0	0.5	1.0	0.0	17.8	0.1
Mod	High	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Low	Low	42.9	15	17.9	0.0	0.0	0.0	0.7	24.2	0.1
Low	Mod	20.0	8	11.0	0.0	0.0	0.0	0.0	8.5	0.5
Low	High	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Miles		276.9	100	162.8	0.1	4.3	1.0	1.0	104.0	7.1
Percent				59	0	1	0	0	38	1

*Mileages derived from current GIS data (September 2015).

Rapid River/Manistique Roads Risk and Benefit Matrix and Recommendations for ML 2 Roads.

Ranking		Route Miles		Recommended changes to current ML 2 Roads by miles*						
Risk	Benefit	Total Miles	Relative %	Keep	Change ML	Convert to Trail	Relocate	Transfer Jurisdiction to County	Decommission	Decommission and Special Use Permit
High	Low	59.0	7	41.3	1.2	0.0	0.4	0.0	15.9	0.2
High	Mod	117.0	13	94.3	3.7	1.1	0.0	0.0	15.6	2.3
High	High	14.1	2	10.7	0.3	0.8	0.0	0.0	0.3	2.0
Mod	Low	133.4	15	91.1	1.2	0.3	0.5	0.0	39.1	1.2
Mod	Mod	206.1	23	166.7	2.5	0.2	1.6	0.0	30.1	5.0
Mod	High	21.5	2	19.8	0.5	0.0	0.0	0.3	0.7	0.2
Low	Low	149.7	17	92.5	0.8	0.2	0.3	0.0	53.9	2.0
Low	Mod	181.0	20	138.5	0.7	0.9	1.2	0.0	34.9	4.8
Low	High	14.1	1	13.2	0.0	0.0	0.0	0.0	0.5	0.4
Total Miles		895.9		668.2	10.9	3.5	4.0	0.3	191.0	18.1
Percent				75	1	0	1	0	21	2

*Mileages derived from current GIS data (September 2015).

Rapid River/Manistique Roads Risk and Benefit Matrix and Recommendations for ML 3 Roads.

Ranking		Route Miles		Recommended changes to current ML 3 Roads by miles*				
Risk	Benefit	Total Miles	Relative %	Keep	Change ML	Convert to Trail	Transfer Jurisdiction to County	Decommission
High	Low	3.0	5	2.3	0.0	0.0	0.7	0.0
High	Mod	11.5	19	7.4	1.8	0.0	2.1	0.2
High	High	4.0	7	4.0	0.0	0.0	0.0	0.0
Mod	Low	3.5	6	3.0	0.0	0.0	0.5	0.0
Mod	Mod	21.7	36	17.8	1.9	0.2	1.8	0.0
Mod	High	4.6	8	4.6	0.0	0.0	0.0	0.0
Low	Low	2.8	5	2.3	0.0	0.0	0.5	0.0
Low	Mod	7.5	12	6.0	1.1	0.0	0.4	0.0
Low	High	2.0	2	2.0	0.0	0.0	0.0	0.0
Total Miles		60.6	100	49.4	4.8	0.2	6.0	0.2
Percent				82	8	0	10	0

*Mileages derived from current GIS data (September 2015).

Rapid River/Manistique Roads Risk and Benefit Matrix and Recommendations for ML 4 Roads.

Ranking		Route Miles		Recommended changes to current ML 4 Roads by miles*	
Risk	Benefit	Total Miles	Relative %	Keep	Transfer Jurisdiction to County
High	Low	1.5	1	1.5	0.0
High	Mod	16.9	16	13.5	3.4
High	High	11.9	11	7.2	4.7
Mod	Low	1.9	2	1.9	0.0
Mod	Mod	32.2	30	27.2	5.0
Mod	High	13.9	13	9.9	4.0
Low	Low	1.8	2	1.5	0.3
Low	Mod	21.3	20	14.0	7.3
Low	High	6.2	5	2.4	3.8
Total Miles		107.6	100	79.1	28.5
Percent				73	17

*Mileages derived from current GIS data (September 2015).

Rapid River/Manistique Roads Risk and Benefit Matrix and Recommendations for ML 5 Roads.

Ranking		Route Miles		Recommended changes to current ML 5 Roads by miles*
Risk	Benefit	Total Miles	Relative %	Keep
High	Low			0.0
High	Mod			2.0
High	High			0.5
Mod	Low			0.3
Mod	Mod			1.3
Mod	High			0.8
Low	Low			0.6
Low	Mod			1.3
Low	High			1.5
Total Miles				8.3
Percent				

*Mileages derived from current GIS data (September 2015).

Sault Ste. Marie RD Roads Risk and Benefit Matrix and Recommendations for ML 1 Roads.

Ranking		Route Miles		Recommended changes to current ML 1 Roads by miles*					
Risk	Benefit	Total Miles	Relative %	Keep	Convert to Trail	Relocate	Transfer Jurisdiction to County	Decommission	Decommission and Special Use Permit
High	Low	21.5	18	9.4	1.3	0.0	0.9	8.9	1.0
High	Mod	8.2	7	6.9	0.0	0.0	0.0	1.3	0.0
High	High	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0
Mod	Low	30.9	25	21.3	0.3	0.0	0.1	8.8	0.4
Mod	Mod	11.9	10	9.9	0.0	0.0	0.0	1.5	0.5
Mod	High	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0
Low	Low	30.2	25	20.5	0.3	0.0	0.0	8.8	0.6
Low	Mod	17.9	15	13.8	0.0	0.2	0.0	3.8	0.1
Low	High	0.0	0	0.0	0.0	0.0	0.0	0.0	0.0
Total Miles		120.6	100	81.8	1.9	0.2	1.0	33.1	2.6
Percent				68	2	0	0	27	3

*Mileages derived from current GIS data (September 2015).

Sault Ste. Marie RD Roads Risk and Benefit Matrix and Recommendations for ML 2 Roads.

Ranking		Route Miles		Recommended changes to current ML 2 Roads by miles*					
Risk	Benefit	Total Miles	Relative %	Keep	Change ML	Convert to Trail	Relocate	Decommission	Decommission and Special Use Permit
High	Low	20.7	4	13.1	0.6	0.2	1.0	5.6	0.2
High	Mod	65.3	13	54.3	0.0	0.2	3.0	7.5	0.3
High	High	10.3	2	9.8	0.0	0.0	0.0	0.5	0.0
Mod	Low	53.0	11	37.6	0.6	0.0	0.4	13.9	0.5
Mod	Mod	121.6	24	102.4	2.0	0.0	2.0	9.8	5.4
Mod	High	19.1	4	18.7	0.0	0.3	0.0	0.0	0.1
Low	Low	59.5	12	41.4	0.3	0.0	0.2	17.4	0.2
Low	Mod	125.8	25	112.8	0.0	0.0	0.6	11.6	0.8
Low	High	29.0	5	28.2	0.0	0.1	0.0	0.1	0.6
Total Miles		504.3	100	418.3	3.5	0.8	7.2	66.4	8.1
Percent				83	1	0	1	13	2

*Mileages derived from current GIS data (September 2015).

Sault Ste. Marie RD Roads Risk and Benefit Matrix and Recommendations for ML 3 Roads.

Ranking		Route Miles		Recommended changes to current ML 3 Roads by miles*		
Risk	Benefit	Total Miles	Relative %	Keep	Change ML	Transfer Jurisdiction to County
High	Low	1.8	3	1.8	0.0	0.0
High	Mod	7.7	11	4.8	2.9	0.0
High	High	23.4	35	9.6	10.1	3.7
Mod	Low	1.6	2	0.8	0.8	0.0
Mod	Mod	9.3	14	7.3	1.8	0.2
Mod	High	14.2	21	7.8	0.6	5.8
Low	Low	1.0	1	0.0	1.0	0.0
Low	Mod	3.0	4	0.2	2.6	0.2
Low	High	5.4	9	0.9	2.7	1.8
Total Miles		67.4	100	33.2	22.5	11.7
Percent				49	34	17

*Mileages derived from current GIS data (September 2015).

Sault Ste. Marie RD Roads Risk and Benefit Matrix and Recommendations for ML 4 Roads.

Ranking		Route Miles		Recommended changes to current ML 3 Roads by miles*		
Risk	Benefit	Total Miles	Relative %	Keep	Change ML	Transfer Jurisdiction to County
High	Low	4.9	6	4.9	0.0	0.0
High	Mod	7.1	9	7.1	0.0	0.0
High	High	15.1	19	6.5	3.4	5.2
Mod	Low	3.1	4	3.1	0.0	0.0
Mod	Mod	8.3	11	6.2	2.1	0.0
Mod	High	18.5	24	13.2	0.7	4.6
Low	Low	2.0	3	2.0	0.0	0.0
Low	Mod	2.8	3	2.2	0.6	0.0
Low	High	16.2	21	11.3	1.3	3.6
Total Miles		78.0	100	56.5	8.1	13.7
Percent				72	10	18

*Mileages derived from current GIS data (September 2015).

Sault Ste. Marie RD Roads Risk and Benefit Matrix and Recommendations for ML 5 Roads.

Ranking		Route Miles		Recommended changes to current ML 5 Roads by miles*
Risk	Benefit	Total Miles	Relative %	Keep
High	Low			0.2
High	Mod			1.2
High	High			0.7
Mod	Low			0.7
Mod	Mod			2.2
Mod	High			0.0
Low	Low			0.5
Low	Mod			0.6
Low	High			0.0
Total Miles				6.1
Percent				

*Mileages derived from current GIS data (September 2015).

St. Ignace RD Roads Risk and Benefit Matrix and Recommendations for ML 1 Roads.

Ranking		Route Miles		Recommended changes to current ML 1 Roads by miles*				
Risk	Benefit	Total Miles	Relative %	Keep	Change ML	Relocate	Decommission	Decommission and Special Use Permit
High	Low	46.6	28	31.4	0.0	2.6	12.4	0.2
High	Mod	7.8	6	5.4	0.0	0.2	2.2	0.0
High	High	0.0	0	0.0	0.0	0.0	0.0	0.0
Mod	Low	78.5	47	50.8	0.7	3.0	23.9	0.1
Mod	Mod	15.4	9	11.2	0.1	0.3	3.4	0.4
Mod	High	0.0	0	0.0	0.0	0.0	0.0	0.0
Low	Low	14.0	8	8.9	0.0	0.9	4.0	0.2
Low	Mod	3.0	2	2.0	0.0	0.0	0.6	0.4
Low	High	0.0	0	0.0	0.0	0.0	0.0	0.0
Total Miles		165.3	100	109.7	0.8	7.0	46.5	1.3
Percent				66	0	5	28	1

*Mileages derived from current GIS data (September 2015).

St. Ignace RD Roads Risk and Benefit Matrix and Recommendations for ML 2 Roads.

Ranking		Route Miles		Recommended changes to current ML 2 Roads by miles*			
Risk	Benefit	Total Miles	Relative %	Keep	Relocate	Decommission	Decommission and Special Use Permit
High	Low	20.4	16	13.0	1.2	5.8	0.4
High	Mod	11.4	9	7.8	0.2	3.1	0.3
High	High	1.0	1	1.0	0.0	0.0	0.0
Mod	Low	26.0	20	19.3	0.0	5.6	1.1
Mod	Mod	22.8	18	16.9	1.2	3.6	1.1
Mod	High	2.8	2	2.5	0.0	0.3	0.0
Low	Low	25.0	19	18.9	0.3	5.1	0.7
Low	Mod	17.4	14	15.0	0.8	0.6	1.0
Low	High	1.9	1	1.9	0.0	0.0	0.0
Total Miles		128.7	100	96.3	3.7	24.1	4.6
Percent				75	3	19	3

*Mileages derived from current GIS data (September 2015).

St. Ignace RD Roads Risk and Benefit Matrix and Recommendations for ML 3 Roads.

Ranking		Route Miles		Recommended changes to current ML 3 Roads by miles*			
Risk	Benefit	Total Miles	Relative %	Keep	Change ML	Transfer to County	Decommission
High	Low	8.3	14	6.2	1.3	0.0	0.8
High	Mod	10.2	17	8.5	1.7	0.0	0.0
High	High	3.9	6	3.6	0.3	0.0	0.0
Mod	Low	9.3	15	7.8	0.5	0.0	1.0
Mod	Mod	10.5	17	5.7	3.1	1.7	0.0
Mod	High	6.7	11	6.2	0.5	0.0	0.0
Low	Low	4.0	7	3.7	0.0	0.0	0.3
Low	Mod	5.7	9	4.8	0.2	0.7	0.0
Low	High	2.4	4	2.4	0.0	0.0	0.0
Total Miles		61.0		48.9	7.6	2.4	2.1
Percent				80	12	4	4

*Mileages derived from current GIS data (September 2015).

St. Ignace RD Roads Risk and Benefit Matrix and Recommendations for ML 4 Roads.

Ranking		Route Miles		Recommended changes to current ML 4 Roads by miles*	
Risk	Benefit	Total Miles	Relative %	Keep	Change ML
High	Low	0.6	2	0.6	0.0
High	Mod	5.4	16	5.1	0.3
High	High	9.5	28	7.0	2.5
Mod	Low	0.0	0	0.0	0.0
Mod	Mod	4.7	14	4.7	0.0
Mod	High	8.4	24	8.4	0.0
Low	Low	0.0	0	0.0	0.0
Low	Mod	1.9	6	1.9	0.0
Low	High	3.4	10	3.4	0.0
Total Miles		33.9	100	31.1	2.8
Percent				92	8

*Mileages derived from current GIS data (September 2015).

St. Ignace RD Roads Risk and Benefit Matrix and Recommendations for ML 5 Roads.

Ranking		Route Miles		Recommended changes to current ML 5 Roads by miles*	
Risk	Benefit	Total Miles	Relative %	Keep	Convert to Trail
High	Low	1.0	10	1.0	0.0
High	Mod	0.8	8	0.8	0.0
High	High	2.2	24	2.2	0.0
Mod	Low	0.6	6	0.6	0.0
Mod	Mod	0.6	6	0.6	0.0
Mod	High	1.4	14	1.4	0.0
Low	Low	0.0	0	0.0	0.0
Low	Mod	2.2	23	1.3	0.9
Low	High	0.9	9	0.9	0.0
Total Miles		9.7	100	8.8	0.9
Percent				91	9

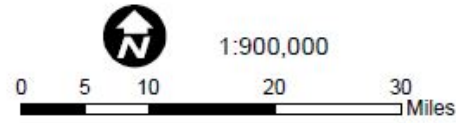
*Mileages derived from current GIS data (September 2015).

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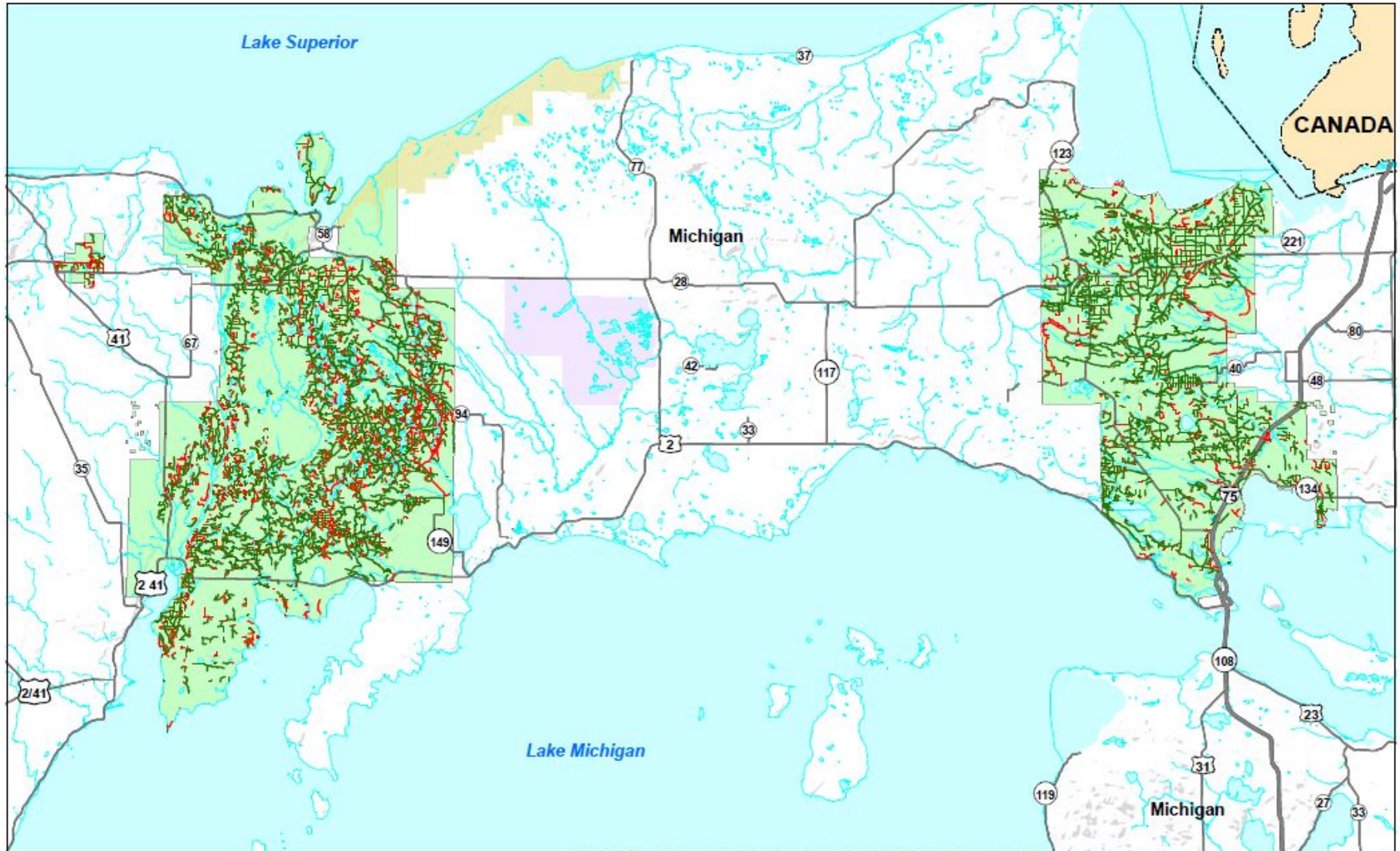
Appendix H
District
Recommendations for
Roads to Keep or Decommission
Maps

Hiawatha National Forest Road Risk/Benefit Assessment

Date: 9/28/2015



- Likely Not Needed for Future Use
- Likely Needed for Future Use



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Appendix I

Summary of the TAP by District

Munising RD Summary

Munising RD Existing Roads Summary

Existing Roads Route Type	Mileage of Existing Roads (Infra)	
	Miles	% of Total
ML 1 Road	228	30
ML 2 Road	424.4	57
ML 3 Road	37.7	5
ML 4 Road	45.2	6
ML 5 Road	12.3	2
Total	747.6	100

Munising RD Recommendations for Roads Summary

Recommended Changes to Roads Route Type (Decoms, pvt/transfer to Cty removed)	Mileage of Roads	
	Miles	% of Total
ML 1 Road	127.5	23
ML 2 Road	361.2	64
ML 3 Road	28.2	5
ML 4 Road	34.1	6
ML 5 Road	10.8	2
Total	561.8	100
Opportunity to Change ML	11.9	1
Opportunity to Relocate	6.1	1
Opportunity to Transfer Jurisdiction to County	22.0	3
Decommission	152.1	20
Decommission and Special Use Permit	4.6	1
Opportunity to Convert to Trail	6.9	1
Keep	544.0	73
Total	747.6	100

Munising Ranger Summary of Mileage Change Recommendations

Route Type	Existing Miles	Recommended Miles	Difference in Miles (Existing - Recommended)
ML 1 Road	228	127.5	100.5
ML 2 Road	424.4	361.2	63.2
ML 3 Road	37.7	28.2	9.5
ML 4 Road	45.2	34.1	11.1
ML 5 Road	12.3	10.8	1.5
Total	747.6	561.8	185.8

Munising RD Road Densities for Forest Management Activities (Forest Plan Table 7700-1)

Management Area	Miles of System Roads per Square Mile from the Forest Plan*	Existing Miles of System Roads per Square Mile	Miles of System Roads per Square Mile from the TAP recommendations	Difference
MA 1.2	3	NA	NA	NA
MA 2.3	4	1.78	1.42	-0.36
MA 4.2	4	2.41	1.85	-0.56
MA 4.4	4	NA	NA	NA
MA 4.5	2.5	0.57	0.37	-0.20
MA 5.1 Wilderness	No roads allowed			
MA 5.1.2	No roads allowed	0.19	0.17	-0.02
MA 6.1	2	0.03	0.03	0
MA 6.2	2.5 (1.5 open)	2.74	2.00	-0.74
MA 6.3	0	NA	NA	NA
MA 6.4	2.5 (1.5 open)	NA	NA	NA
MA 7.1	No limit	13.21	11.90	-1.31
MA 8.1 cRNAs and RNAs	1	1.55	0.86	-0.69
MA 8.2 Dukes	4	2.19	0.89	-1.3
MA 8.2/8.4 Dukes and Whitefish WSR Overlap	4	1.46	0.92	-0.54
MA 8.3	2	1.11	0.83	-0.28
MA 8.4	Not specified	0.06	0.06	0
MA 8.4.1 (Indian WSR)	Not specified	2.35	1.04	-1.31
MA 8.4.2 (Carp WSR)	Not specified	NA	NA	NA
MA 8.4.3 (Whitefish WSR)	Not specified	1.11	0.23	-0.88
MA 8.4.4 (Sturgeon WSR)	Not specified	NA	NA	NA
MA 8.4.5 (East Branch Tahq WSR)	Not specified	NA	NA	NA
MA 8.5	Not specified	1.32	1.08	-0.24

* There are several units assigned to each management area. None of the individual units may exceed the road density assigned to the management area.

Rapid River/Manistique RD Summary

Rapid River/Manistique RD Existing Roads Summary

Existing Roads	Mileage of Existing Roads (Infra)	
Route Type	Miles	% of Total
ML 1 Road	277.0	21
ML 2 Road	896.1	66
ML 3 Road	60.6	4
ML 4 Road	107.6	8
ML 5 Road	8.2	1
Total	1349.5	100

Rapid River/Manistique RD Recommendations for Roads Summary

Recommended Changes to Roads	Mileage of Roads	
Route Type (Decoms, pvt/transfer to Cty removed)	Miles	% of Total
ML 1 Road	164.0	17
ML 2 Road	683.2	69
ML 3 Road	54.1	5
ML 4 Road	79.1	8
ML 5 Road	8.2	1
Total	988.6	100
Keep	967.6	72
Opportunity to Change ML	15.8	1
Opportunity to Relocate	5.1	0
Opportunity to Transfer Jurisdiction to County	36.1	3
Decommission	295.0	22
Decommission and Special Use Permit	25.2	2
Opportunity to Convert to Trail	4.7	0
Total	1349.5	100

Rapid River/Manistique RD Summary of Mileage Change Recommendations

Route Type	Existing Miles	Recommended Miles	Difference in Miles (Existing - Recommended)
ML 1 Road	277.0	164.0	113
ML 2 Road	896.1	683.2	212.9
ML 3 Road	60.6	54.1	6.5
ML 4 Road	107.6	79.1	28.5
ML 5 Road	8.2	8.2	0.0
Total	1349.5	988.6	360.9

Rapid River/Manistique RD Road Densities for Forest Management Activities (Forest Plan Table 7700-1)

Management Area	Miles of System Roads per Square Mile from the Forest Plan*	Existing Miles of System Roads per Square Mile	Miles of System Roads per Square Mile from the TAP recommendations	Difference
MA 1.2	3	2.28	1.73	-0.55
MA 2.3	4	2.26	1.53	-0.73
MA 4.2	4	2.17	1.72	-0.45
MA 4.4	4	3.65	2.55	-1.10
MA 4.5	2.5	0.86	0.64	-0.22
MA 5.1 Wilderness	No roads allowed	NA	NA	NA
MA 5.1.2	2	1.01	0.95	-0.06
MA 6.1	2.5 (1.5 open)	2.26	2.18	-0.08
MA 6.2	0	NA	NA	NA
MA 6.3	2.5 (1.5 open)	NA	NA	NA
MA 6.4	No limit	8.24	7.23	-1.01
MA 7.1	1	0.27	0.01	-0.26
MA 8.1 cRNAs and RNAs	4	NA	NA	NA
MA 8.2 Dukes	2	1.99	1.56	-0.43
MA 8.3	Not specified	NA	NA	NA
MA 8.4	Not specified	2.45	1.66	-0.79
MA 8.4.1 (Indian WSR)	Not specified	NA	NA	NA
MA 8.4.2 (Carp WSR)	Not specified	0.83	0.38	-0.45
MA 8.4.3 (Whitefish WSR)	Not specified	1.15	0.83	-0.32
MA 8.4.4 (Sturgeon WSR)	Not specified	NA	NA	NA
MA 8.4.5 (East Branch Tahq WSR)	Not specified	NA	NA	NA

* There are several units assigned to each management area. None of the individual units may exceed the road density assigned to the management area.

Sault Ste. Marie RD Summary

Sault Ste. Marie RD Existing Roads Summary

Existing Roads	Mileage of Existing Roads (Infra)	
	Miles	% of Total
0-Undetermined	7.1	1
ML 1 Road	120.5	15
ML 2 Road	504.3	64
ML 3 Road	67.3	9
ML 4 Road	78.0	10
ML 5 Road	6.2	1
Total	783.4	100

Sault Ste. Marie RD Recommendations for Roads Summary

Recommended Changes to Roads	Mileage of Roads	
	Miles	% of Total
Route Type (Decoms, pvt/transfer to Cty removed)		
ML 1 Road	82.0	13
ML 2 Road	429.0	67
ML 3 Road	55.6	9
ML 4 Road	64.7	10
ML 5 Road	6.2	1
Total	637.5	100
Opportunity to Change ML	34.1	5
Opportunity to Relocate	7.5	1
Opportunity to Transfer Jurisdiction to County	25.1	3
Opportunity to Transfer to Tribes	1.0	0
Decommission	105.6	14
Decommission and Special Use Permit	10.6	1
Opportunity to Convert to Trail	2.7	0
Keep	596.9	76
Total	783.5	100

Sault Ste. Marie RD Summary of Mileage Change Recommendations

Route Type	Existing Miles	Recommended Miles	Difference in Miles (Existing - Recommended)
0 – Undetermined	7.1	0.0	7.1
ML 1 Road	120.5	82.0	38.5
ML 2 Road	504.3	429.0	75.3
ML 3 Road	67.3	55.6	11.7
ML 4 Road	78.0	64.7	13.3
ML 5 Road	6.2	6.2	0
Total	783.4	637.5	145.9

Sault Ste. Marie RD Road Densities for Forest Management Activities (based on Forest Plan Table 7700-1)

Management Area	Miles of System Roads per Square Mile from the Forest Plan*	Existing Miles of System Roads per Square Mile	Miles of System Roads per Square Mile from the TAP recommendations	Difference
MA 1.2	3	1.18	0.90	-0.28
MA 2.3	4	1.87	1.59	-0.28
MA 4.2	4	2.30	2.07	-0.23
MA 4.4	4	2.69	2.38	-0.31
MA 4.5	2.5	0.85	0.41	-0.44
MA 5.1 Wilderness	No roads allowed	0.15	0.0	-0.15
MA 6.1	2	1.07	0.25	-0.82
MA 6.2	2.5 (1.5 open)	1.00	0.74	-0.26
MA 6.3	0	1.50	0.54	-0.96
MA 6.4	2.5 (1.5 open)	0.43	0.35	-0.08
MA 7.1	No limit	10.03	9.93	-0.1
MA 8.1 cRNAs and RNAs	1	0.31	0.31	0
MA 8.2 Dukes	4	NA	NA	NA
MA 8.3	2	1.14	0.87	-0.27
MA 8.4	Not specified	NA	NA	NA
MA 8.4.1 (Indian WSR)	Not specified	NA	NA	NA
MA 8.4.2 (Carp WSR)	Not specified	NA	NA	NA
MA 8.4.3 (Whitefish WSR)	Not specified	NA	NA	NA
MA 8.4.4 (Sturgeon WSR)	Not specified	NA	NA	NA
MA 8.4.5 (East Branch Tahq WSR)	Not specified	0.94	0.31	-0.63
MA 8.5	Not specified	NA	NA	NA

* There are several units assigned to each management area. None of the individual units may exceed the road density assigned to the management area.

St. Ignace RD Summary

St. Ignace RD Existing Roads Summary

Existing Roads	Mileage of Existing Roads (Infra)	
	Miles	% of Total
0-Undetermined	3.4	1
ML 1 Road	165.2	41
ML 2 Road	128.8	32
ML 3 Road	61.1	15
ML 4 Road	34.3	9
ML 5 Road	9.6	2
Total	402.4	100

St. Ignace RD Recommendations for Roads Summary

Recommended Changes to Roads	Mileage of Roads	
	Miles	% of Total
Route Type (Decoms, pvt/transfer to Cty removed)		
0-Undetermined	2.4	1
ML 1 Road	117.4	37
ML 2 Road	100.0	31
ML 3 Road	56.6	18
ML 4 Road	34.3	11
ML 5 Road	8.7	3
Total	319.4	100
Opportunity to Change ML	11.2	3
Opportunity to Relocate	10.8	3
Opportunity to Transfer Jurisdiction to County	2.4	1
Decommission	73.3	18
Decommission and Special Use Permit	6.5	1
Opportunity to Convert to Trail	0.9	0
Keep	297.5	74
Total	402.6	100

St. Ignace RD Summary of Mileage Change Recommendations

Route Type	Existing Miles	Recommended Miles	Difference in Miles (Existing - Recommended)
0 – Undetermined	3.4	2.4	1.0
ML 1 Road	165.2	117.4	47.8
ML 2 Road	128.8	100.0	28.8
ML 3 Road	61.1	56.6	4.5
ML 4 Road	34.3	34.3	0
ML 5 Road	9.6	8.7	0.9
Total	402.4	319.4	83.0

St. Ignace RD Road Densities for Forest Management Activities (based on Forest Plan Table 7700-1)

Management Area	Miles of System Roads per Square Mile from the Forest Plan*	Existing Miles of System Roads per Square Mile	Miles of System Roads per Square Mile from the TAP recommendations	Difference
MA 1.2	3	1.03	0.82	-0.21
MA 2.3	4	2.42	2.01	-0.41
MA 4.2	4	2.58	2.27	-0.31
MA 4.4	4	NA	NA	NA
MA 4.5	2.5	1.77	1.41	-0.36
MA 5.1 Wilderness	No roads allowed	0.08	0.0	-0.08
MA 5.1.1 Mackinac Wilderness	No roads allowed	0.27	0.0	-0.27
MA 6.1	2	0.91	0.31	-0.60
MA 6.2	2.5 (1.5 open)	2.23	2.12	-0.11
MA 6.3	0	NA	NA	NA
MA 6.4	2.5 (1.5 open)	0.90	0.66	-0.24
MA 7.1	No limit	12.78	12.78	0
MA 8.1 cRNAs and RNAs	1	0.44	0.13	-0.31
MA 8.2 Dukes	4	NA	NA	NA
MA 8.3	2	0.49	0.29	-0.20
MA 8.4	Not specified	NA	NA	NA
MA 8.4.1 (Indian WSR)	Not specified	NA	NA	NA
MA 8.4.2 (Carp WSR)	Not specified	1.91	1.57	-0.34
MA 8.4.3 (Whitefish WSR)	Not specified	NA	NA	NA
MA 8.4.4 (Sturgeon WSR)	Not specified	NA	NA	NA
MA 8.4.5 (East Branch Tahq WSR)	Not specified	NA	NA	NA
MA 8.5	Not specified	NA	NA	NA

* There are several units assigned to each management area. None of the individual units may exceed the road density assigned to the management area.

