

Condition and Damage Assessment of 96 Previously Recorded Archaeological Sites Located on the Tonto National Forest in Gila, Maricopa, Pinal, and Yavapai Counties, Arizona.

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Introduction

This report summarizes a condition and damage assessment of a sample of cultural resource properties located on and managed by the Tonto National Forest (TNF, Forest). The project was motivated by the desire of the funding partners¹ to more effectively engage in upcoming public processes related to TNF travel management and Forest planning efforts. Specifically, this study seeks to better understand the relationship between site condition/damage and TNF road proximity. TNF is proposing to develop a forest-wide travel plan in order to implement the Travel Management Rule and information from this assessment will assist the partners in their efforts to inform the applicable public processes (National Environmental Policy Act and National Historic Preservation Act Section 106). Field inspections were conducted to examine the current condition of sampled properties, to record the degree and type of observed damage (if applicable), to identify potential factors affecting site condition and damage and, in light of this information, to develop recommendations regarding site stewardship.

Sites were initially identified using three sources of information: the TNF Priority Heritage Asset (PHA) list² (provided by TNF archaeologist J. Scott Wood, dated October 2009); the Coalescent Communities GIS Database (created by the Center for Desert Archaeology [CDA], Museum of Northern Arizona, and Geo-Map, Inc., see Wilcox et al. 2003), which includes spatial and temporal data on post-A.D. 1200 sites in the Southwest; and a database of large Hohokam archaeological sites developed by Dr. William Doelle, CEO and President of CDA. There are 197 sites listed as PHAs and over 400 sites in the Coalescent Communities and Doelle databases located within the administrative boundaries of the TNF. Many sites are shared among these three sources.

From these overlapping databases, and in consultation with TNF archaeologist J. Scott Wood and CDA staff, an initial target list of sites was chosen according to the following criteria:

- 1) Site temporality (late prehistoric A.D. 600 – A.D. 1450), type (habitation), and size (architecture containing a minimum of 10 rooms or prominent architectural features such as platform mounds and/or ballcourts). These historic properties are considered particularly

¹ National Trust for Historic Preservation, Center for Desert Archaeology, The Wilderness Society, and Center for Biological Diversity

² The PHA list comprises properties of distinct public value that are or should be actively maintained and that meet one or more of the following criteria:

- a. The significance and management priority of the property is recognized through an official designation; such as listing on the National Register of Historic Places, State Register of Historic Places, etc.
- b. The significance and management priority of the property is recognized through prior investment in preservation, interpretation, and use.
- c. The significance and management priority of the property is recognized in an agency-approved management plan.

susceptible to human visitation and associated impacts (e.g. vandalism, recreational damage, off-highway vehicle [OHV] damage) given their size, prominence, accessibility, and/or visibility.

- 2) Site significance (eligibility for the National Register of Historic Places [NRHP] and presence on the list of TNF PHAs); nearly all assessed sites are either listed on or considered eligible for inclusion on the NRHP and the majority are also considered PHAs.
- 3) Proximity to the nearest Forest Service (FS) road³. Priority was placed upon sites located less than 2 km from a FS road. However, in an effort to better assess the relationship between site condition/damage and road proximity, several sites located beyond 2 km of FS roads were also examined for comparative purposes. Table 1 separates the distribution of assessed sites by FS road proximity.

Ninety-six of 135 initial target sites were visited (Figure 1 and Appendix A), representing a 1.1 percent non-random sample of all known prehistoric and historic sites located on and managed by the TNF. Logistical factors such as inaccessibility due to high water levels, rugged topography, impassible road conditions, and/or private property restrictions prevented visitation of all targeted sites. CDA archaeologists Saul L. Hedquist and Leigh Anne Ellison conducted the 96 site condition and damage assessments between June 5 and July 25, 2010. For most of these sites, TNF was able to provide site maps, site records or previous site condition reports that greatly assisted the current assessment.

³ For the purposes of this report, “FS road” refers to all roads/routes displayed on the publicly available TNF Map and/or TNF GIS Maps and Data (available at http://www.fs.fed.us/r3/gis/ton_gis.shtml). Collectively, these sources include all roads/routes open to public travel via motorized vehicle, regardless of vehicle type.

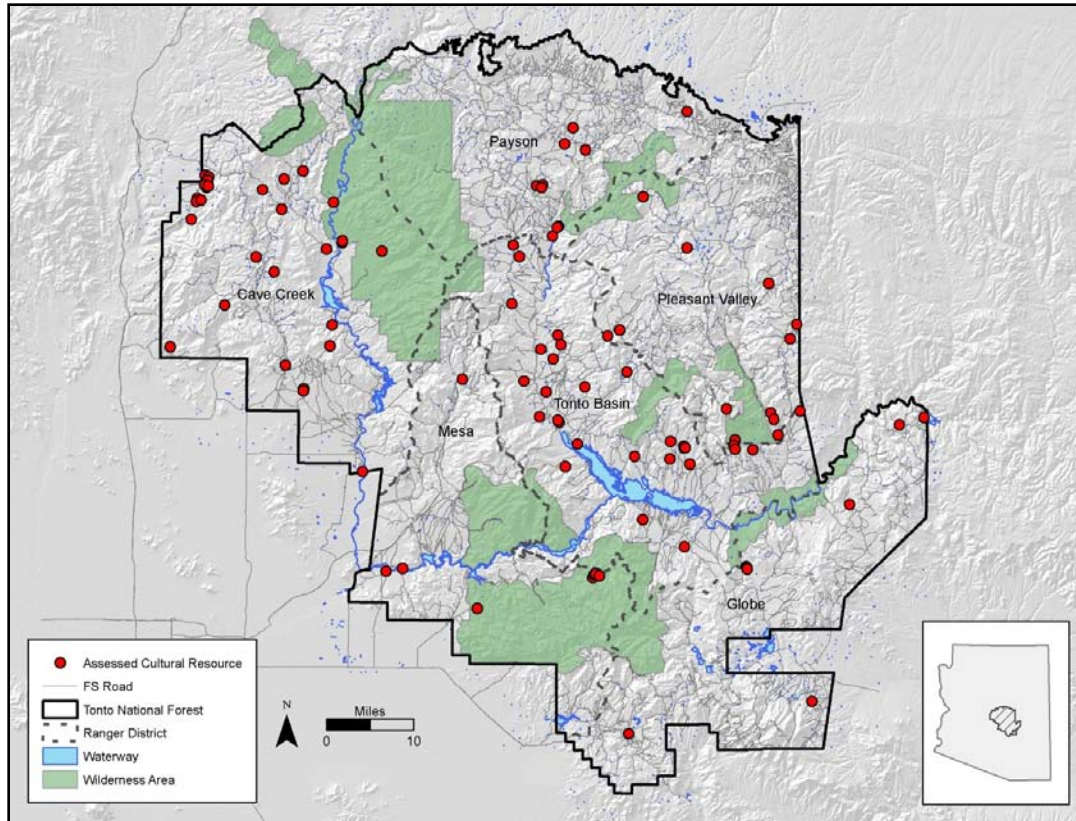


Figure 1. Project area, showing the location of examined archaeological sites.

Field Methods

Field methods and documentation followed the TNF *Site Inspection/Maintenance Assessment* form (Appendix B) in an effort to maintain consistent recording standards and to assist in future condition assessments and resource management. Information collected during each site condition assessment included general site condition (good, fair, poor); damage (if present) both by type and estimated age (if discernable); proximity to the nearest FS road; FS road condition; and action/mitigation recommendations regarding signage (e.g. ARPA), access (e.g. road closure), and monitoring (e.g. site stewards), as appropriate. Appendix C includes completed *Site Inspection/Maintenance Assessment* forms for all assessed sites. All recent damage was mapped and photographed. Associated data not included in this report have been made available to TNF personnel.

Site Condition: Site condition is a qualitative measure of accumulated damage to a site and may result from a variety of cultural and/or natural processes. For each site, condition was categorized according to criteria listed on the TNF *Heritage Assets Priority Property Condition Survey* form (Appendix D). The 96 assessed sites were assigned a condition of *good* (site is generally intact, stable, and in need of no repair), *fair* (site shows some signs of deterioration needing attention, though the property is generally in sound condition), or *poor* (deterioration and/or damage affects at least 25 percent of the site).

Damage Types: Observed damage types include those caused by intentional vandalism of archaeological features (e.g. looting and graffiti); recreational reuse of archaeological features (e.g. dismantling of masonry walls for use in constructing modern features such as campfire rings); and vehicle use (driving on or around architecture or artifacts) (Figure 2).

Estimated Age of Damage: Documented damage was separated into two age categories (old or recent) using previously recorded information and/or field observations. Age categories were primarily determined using dated TNF site records, plan maps, and/or inspection maintenance forms denoting the presence (or absence) and type of observed damage. In the rare absence of previously recorded information, subjective age determinations were made according to field observations (e.g. degree of weathering and/or extent of vegetative overgrowth). Damage is here considered *recent* if it occurred within the last five years, as indicated by previous documentation, a lack of previous documentation (e.g. site records, plan maps, and/or inspection maintenance forms do not note damage), and/or lack of weathered sediment. In contrast, damage is considered *old* if it occurred more than five years ago. Most old damage has been previously recorded and/or largely stabilized by natural weathering processes.

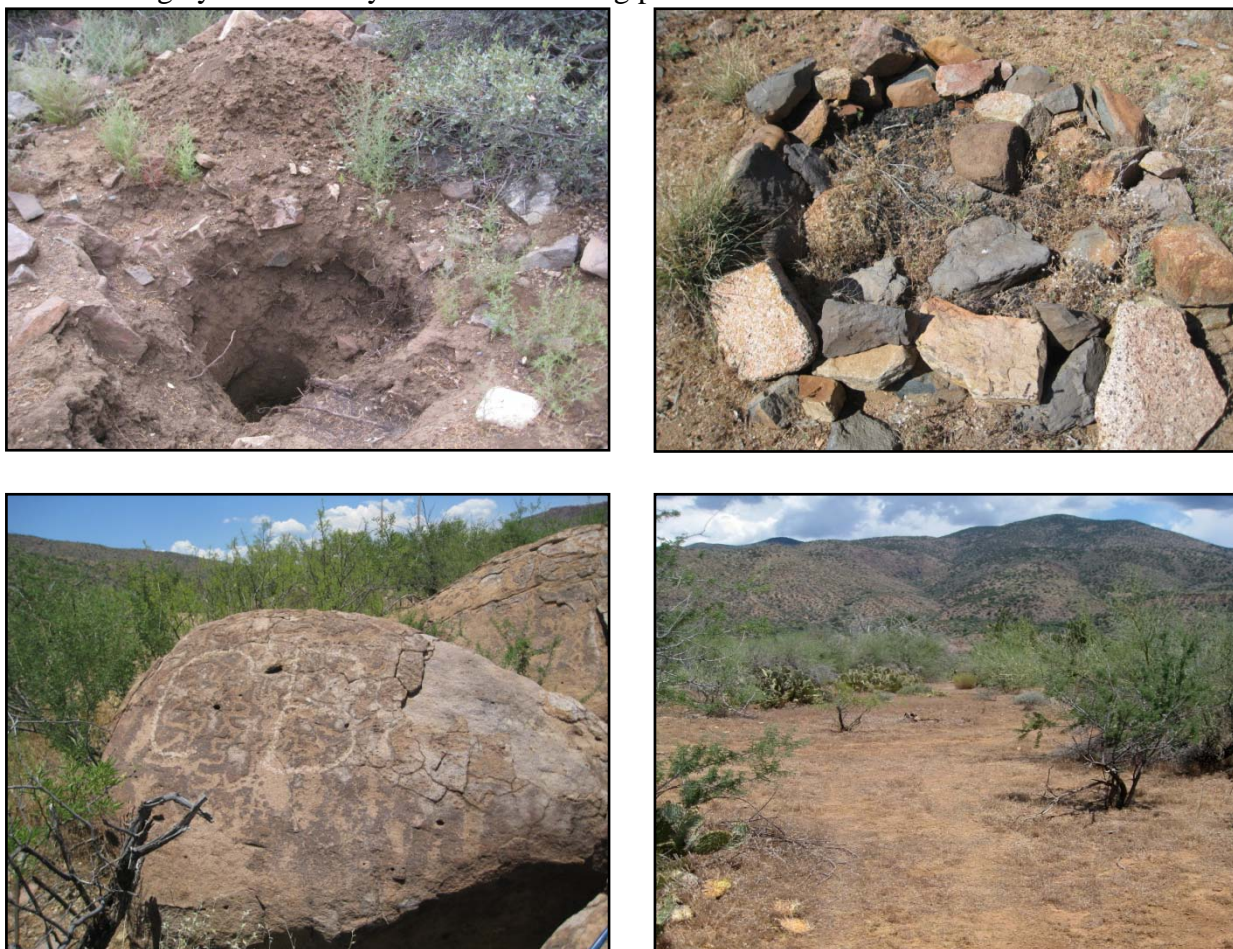


Figure 2. Representative examples of observed damage types: looter's pit (top row left), campfire ring constructed of stone from archaeological features (top row right), graffiti (defacement of petroglyph panel, bottom row left), and OHV tracks (bottom row right).

For each assessed site, a straight-line distance to the nearest FS road was calculated⁴ along with the road's current condition (see Appendix A). We defined FS road condition classes as: *good* (regularly maintained for use by low-clearance passenger vehicles), *fair* (infrequently maintained; may not be passable by low-clearance passenger vehicles), *poor* (road in disrepair; high-clearance and/or four-wheel drive necessary for passage), or *impassible* (impassible by most vehicles with the possible exception of certain OHVs).

Observations

Human-related impacts were observed at 87 (90.6 percent) of the 96 assessed sites (see Appendix A). These disturbances are dominated by old looter's pits, which often appear as shallow, weathered, and overgrown depressions (Figure 3).



Figure 3. Representative examples of old looter's pits.

Evidence of recent human-related damage (less than 5 years old) was observed at 15 of the 96 assessed sites (Table 1). Nine of these 15 sites have been impacted by recent vandalism, three by recreational activity, two by OHV use, and one by both recreation and OHV use (Appendix A). Eighty percent of recently damaged sites (12 of 15) are located within 200 m of a FS road. No recent human-related damage was observed at sites located beyond 1 km of a FS road. Ten of the 96 examined sites remain in good condition, while 33 are in fair condition. The majority of assessed sites (53 of 96) currently lie in poor condition.

Given the relative concentration of recent damage at sites near FS roads, a chi-square test was performed to evaluate whether there is a statistical association between the occurrence of recent human-related damage and FS road proximity. Analyses were performed using 5 distance thresholds: 100 m, 200 m, 300 m, 400 m, and 500m⁵. A statistically significant difference in distribution ($p < 0.05$) of sites was found when contrasting the presence/absence of recent damage and FS road proximity at 100 m, 200 m and 300 m distance thresholds (Table 2). As mentioned previously, the overwhelming majority of recently damaged sites lie within 200 m of a FS road.

⁴ These “as the crow flies” distances represent the most direct route between road and site, but do not necessarily reflect actual walking distances, which may be greater due to topography, vegetation, etc.

⁵ It is not possible to obtain a statistically significant distribution of sites in relation to the presence/absence of recent site damage for distance thresholds in excess of 500 meters due to the small number of sites assessed at distances greater than 500 meters.

Table 2. Distribution of sites with recent damage and no recent damage at different distance thresholds.

	0-100m	>100m		0-400m	>400m	
No Recent Damage	27	54		52	29	
Recent Damage	10	5		13	2	
	$X^2 = 4.61$ $df=1$ $p=0.0318$			$X^2 = 1.99$ $df = 1$ $p = 0.159$		
	0-200m	>200m		0-500m	>500m	
No Recent Damage	36	45		56	25	
Recent Damage	12	3		14	1	
	$X^2 = 5.06$ $df = 1$ $p=0.0245$			$X^2 = 2.63$ $df = 1$ $p = 0.105$		
	0-300m	>300m				
No Recent Damage	44	37				
Recent Damage	13	2				
	$X^2 = 4.23$ $df = 1$ $p = 0.397$					

Given the aforementioned statistical association, we compared general site condition and associated FS road proximity, using 100 m, 200 m and 300 m distance thresholds, (although site condition is related to both natural weathering and human-related impacts, our observations indicate that human-related impacts play a significant role in determining site condition classification; see condition criteria above). In all three analyses there was a statistically significant difference in the distribution of sites among site condition class and distance from a FS road (Table 3). In examining the chi-square standardized residuals (the difference, between the observed frequency and the expected frequency in each cell expressed as a standardized score), poor condition sites were found in greater frequency than expected closer to a FS Road and less frequently than expected at greater distances from a FS Road. The association is reversed for both fair and good condition sites.

Table 3. Distribution of sites among site condition classes and FS road distance thresholds.

	0-100 m	> 100 m		0-200 m	>200 m		0-300 m	>300 m
Poor	26	27	Poor	31	22	Poor	37	16
Fair	7	26	Fair	13	20	Fair	16	17
Good	2	8	Good	2	8	Good	2	8
	1.52	-1.15		1.11	-1.07		1.09	-1.29
	-1.45	1.1		-0.71	0.68		-0.76	0.88
	-0.86	0.65		-1.28	1.22		-1.17	1.39
$X^2 = 8.11$ $df = 2$ $p = 0.017$			$X^2 = 6.46$ $df = 2$ $p = 0.04$			$X^2 = 7.49$ $df = 2$ $p = 0.024$		

General road conditions were recorded along with road proximity information in an effort to better understand the relationship between road condition and site condition. As noted above, FS roads in good or fair condition are potentially accessible to TNF visitors operating most highway vehicles. These maintained roads generally demonstrate regular, and in many cases recent use by passenger vehicles. In contrast, use of unmaintained FS roads in poor to impassible condition remains generally limited to visitors traveling by high-clearance highway vehicles, and/or OHVs.

We compared general site condition and road condition for examined sites located within 200 m of a FS road (n=48). These sites are considered have a higher likelihood of experiencing recent human-related damage given the aforementioned analyses. Among sites located near maintained FS roads, 70 percent are currently in poor condition. Proportionally fewer sites (55.6 percent) were observed to be in poor condition when nearby FS roads have fallen into disrepair (Table 4). Likewise, a greater proportion of sites accessed by unmaintained roads are in good to fair condition (44.4 percent) than that of sites accessed by maintained roads (30.0 percent). A chi-square test does not indicate a statistically significant association. ($p < 0.05$).

Table 4. Comparison of General Site Condition and FS Road Condition among sites within 200 m of FS Roads (percentages shown are column percentages)

		FS Road Condition	
		Good to Fair (n=30)	Poor to Impassible (n=18)
Site Condition	Good to Fair (n=17)	9 (30.0%)	8 (44.4%)
	Poor (n=31)	21 (70.0%)	10 (55.6%)
$X^2 = 0.49$; $df=1$; $p=0.484$			

Summary

Impacts related to human activity (both old and recent) remain evident at 87 (90.6 percent) of the 96 assessed sites, indicating that damage to prehistoric properties has been and remains an important cultural resource management issue on the TNF. Most observed damage is now decades old, as indicated by previously recorded information and/or field observations. Evidence of recent damage (less than five years old) related to vandalism, recreational activity, and/or OHV activity was observed at 15 sites, 12 (80.0 percent) of which are located within 200 m of a FS road. No recent damage was observed at sites located beyond 1 km of a FS road. These observations demonstrate a statistically significant relationship between the presence/absence of recent human-related damage to these sites and FS road proximity (sites within versus sites beyond 300 m of a FS road). Similarly, site condition varies in relation to proximity to a FS road with sites in poor condition found more frequently than expected nearer to a FS road while sites in fair and good condition were found more frequently than expected farther from a FS Road.

This study indicates that vehicular accessibility increases the likelihood that prominent late prehistoric sites on TNF will continue to sustain human-related damage. Data do not indicate that road condition is a factor. These findings are consistent with those of recent studies demonstrating a correlation between road proximity and vandalism among archaeological sites located on lands administered by the Bureau of Land Management in Utah (e.g. Spangler 2006; Spangler et al. 2006). However, it is important to recognize the factors related to site damage are complex and that the observations reported herein represent in essence a snapshot in time, and do not adequately account for the complicated history of land use, FS road use, and archaeological site visitation on the TNF. Vehicular access to cultural resources has changed over time in conjunction with land management strategies. Sites readily accessible decades ago may now be inaccessible to many visitors, as they are currently located deep within a designated Wilderness Area (off-limits to motorized vehicles) or near an unmaintained FS road in disrepair. Indeed, a large proportion of currently inaccessible sites were at one time readily accessible by motorized vehicle, as evidenced by road fragments and/or parking areas observed within or adjacent to site boundaries. In a number of cases, site access appears to have been the sole function of FS roads now in disrepair. In addition, other means of transportation (e.g. horseback) may have facilitated site visitation in the past (prior to motorized vehicular access), when many severe acts of vandalism likely occurred (J. S. Wood, personal communication 2010).

More importantly, over the last 30 years cultural resource management on the TNF has benefited from stricter laws/law enforcement and educational/interpretive programs designed to increase public awareness of the importance and non-renewable nature of historic properties. These measures have led in large part to a general improvement in public attitudes toward cultural heritage, thereby reducing the overall frequency of vandalism at archaeological sites on public lands. Our observations revealed certain mitigation efforts to be particularly successful in deterring human-related damage to archaeological sites on the TNF. Among the most effective measures are clearly displayed signs noting the penalties of violating the Archaeological Resource Protection Act of 1979 (ARPA). ARPA signs were observed at 14 sites, most of which are rela-

tively prominent sites located within 200 m of regularly used FS roads. Of these 14 sites, only one (AR-03-12-01-55) has sustained recent damage related to human activity.



Figure 4. ARPA sign posted at AR-03-12-01-65 (Blue Mountain Fort).

Recommendations

Given the observations summarized herein, we recommend the following three management actions for further consideration by the TNF:

1. Road Closure

FS roads are closed to public vehicular use if a) the road/route is located within 200 m of a significant archaeological site (e.g. NRHP listed property and/or Priority Heritage Asset) and b) continued public vehicular use of the road/route cannot be reasonably justified.

Numerous FS roads lie within remote areas of the TNF and are infrequently (if ever) used for vehicular travel (as evidenced by unmaintained road conditions, a lack of visible tire tracks, overgrown vegetation, etc.). While most of these FS roads do not provide direct access to private land, Forest administrative facilities, or developed recreational facilities (e.g. campgrounds or trailheads), many pass within close proximity (≤ 200 m) of one or more significant archaeological sites. As such, these FS roads conflict with the protection and management of TNF cultural resources while providing no additional access to developed TNF facilities. Twenty-two such FS roads were identified through this project and are recommended for closure (Table 6, see Appendix A).

Table 5. Recommended Road Closure Candidates

TNF Road	Nearest Site(s)	Distance to Nearest Site
FR 1063	AR-03-12-01-188	Direct FR Access ⁶
FR 1070	AR-03-12-02-202, AR-03-12-02-376	200 m
FR 1555	AR-03-12-06-54	Direct FR Access
FR 1617	AR-03-12-04-68	Direct FR Access
FR 1670	AR-03-12-05-657	Direct FR Access
FR 18	AR-03-12-01-58	Direct FR Access
FR 1985/FR 1985A	AR-03-12-01-1292	Direct FR Access
FR 1993	AR-03-12-01-345	Direct FR Access
FR 2019	AR-03-12-01-1289	Direct FR Access
FR 2150	AR-03-12-01-210	Direct FR Access
FR 3164	AR-03-12-01-55	Direct FR Access
FR 425	AR-03-12-06-52	Direct FR Access
FR 433	AR-03-12-04-35	Direct FR Access
FR 527	AR-03-12-02-1495	150 m
FR 542	AR-03-12-04-106, AR-03-12-04-221	200 m
FR 574	AR-03-12-01-650	Direct FR Access
FR 588	AR-03-12-01-28, AR-03-12-01-29	150 m
FR 604	AR-03-12-06-549	Direct FR Access
FR 699	AR-03-12-06-2020	Direct FR Access
FR 81	AR-03-12-06-70	Direct FR Access
Unnamed	AR-03-12-04-105	Direct FR Access
Unnamed	AR-03-12-04-222	Direct FR Access

2. ARPA Signage

ARPA sign use be expanded to all NRHP listed properties and/or Priority Heritage Assets located within 200 m of FS roads. This action is strongly recommended when road closure is impractical. ARPA signage represents a notably effective and cost-efficient tool that allows site visitation and enjoyment while also discouraging vandalism. As noted above, ARPA signs were observed at 14 examined sites, most of which are relatively prominent sites located near regularly used FS roads. Only one of these sites has sustained recent human-caused damage.

3. Site Monitoring

Monitoring efforts be focused on properties located within 200 m of FS roads. Given the potential challenges of organizing regular site visitation, monitoring efforts should be directed where the likelihood of damage is highest. Volunteers with the Arizona Site Steward Program currently monitor 35 of 96 sites examined herein, 22 of which are located within 200 m of a FS road (see Appendix A). Seven (20 percent) of the 35 monitored sites exhibit evidence of recent damage. Twenty-six other assessed sites lack regular monitoring despite their close proximity (≤ 200 m) to one or more FS roads. In conjunction with ARPA sign use, regular monitoring by trained personnel would provide additional protection to these resources and ensure timely reporting of new damage and/or suspicious behavior should they occur.

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Appendix A:
Assessed TNF Cultural Resource Properties

Site Number	NRHP Status	Priority Heritage Asset	Site Condition	Damage Evident	Recent Damage Evident	Recent Damage Category	Nearest Road	Distance to Nearest Road	Condition of Nearest Road	ARPA Signage Present	Site Steward	Mitigation Recommendation
AR-03-12-01-01	Eligible	Yes	Poor	Yes	No	N/A	FR 269/ FR 24	Direct FR Access	Good	Yes	Yes	ARPA Signage, Monitoring
AR-03-12-01-1116	Eligible	Yes	Fair	Yes	No	N/A	FR 2015	350 m	Impassible	No	Yes	ARPA Signage, Monitoring, Road Closure
AR-03-12-01-1183	Eligible	Yes	Poor	Yes	Yes	Recreation	FR 17	Direct FR Access	Fair	No	No	ARPA Signage, Monitoring, Road Closure
AR-03-12-01-1245	Eligible	No	Good	No	No	N/A	FR 269	9 km	Fair	No	No	N/A
AR-03-12-01-1289	Eligible	Yes	Fair	Yes	No	N/A	FR 2019	Direct FR Access	Impassible	No	No	ARPA Signage, Monitoring, Road Closure
AR-03-12-01-1292	Eligible	Yes	Poor	Yes	No	N/A	FR 1985/ FR 1985A	Direct FR Access	Poor	No	No	ARPA Signage, Monitoring, Road Closure
AR-03-12-01-133	Eligible	No	Fair	Yes	No	N/A	FR 269	3.5 km	Fair	No	No	N/A
AR-03-12-01-1342	Eligible	Yes	Good	No	No	N/A	FR 588	800 m	Poor	No	No	ARPA Signage, Monitoring
AR-03-12-01-188	Eligible	Yes	Poor	Yes	No	N/A	FR 1063	Direct FR Access	Poor	Yes	Yes	ARPA Signage, Monitoring, Road Closure
AR-03-12-01-210	Listed	Yes	Poor	Yes	Yes	Recreation, OHV	FR 2150	Direct FR Access	Fair	No	Yes	ARPA Signage, Fencing, Monitoring, Road Closure
AR-03-12-01-28	Listed	Yes	Fair	Yes	No	N/A	FR 588	150 m	Poor	No	Yes	ARPA Signage, Monitoring, Road Closure
AR-03-12-01-29	Listed	Yes	Poor	Yes	No	N/A	FR 588	300 m	Poor	No	Yes	ARPA Signage, Monitoring, Road Closure
AR-03-12-01-31	Eligible	Yes	Poor	Yes	No	N/A	FR 593	Direct FR Access	Fair	Yes	Yes	ARPA Signage, Monitoring, Road Closure
AR-03-12-01-33	Listed	Yes	Poor	Yes	No	N/A	FR 593	150 m	Fair	No	Yes	ARPA Signage, Monitoring, Road Closure
AR-03-12-01-345	Eligible	No	Fair	Yes	No	N/A	FR 1993	Direct FR Access	Impassible	No	No	ARPA Signage, Monitoring, Road Closure
AR-03-12-01-369	Eligible	Yes	Good	Yes	No	N/A	FR 53	400 m	Poor	Yes	Yes	ARPA Signage, Monitoring, Road Closure

Site Number	NRHP Status	Priority Heritage Asset	Site Condition	Damage Evident	Recent Damage Evident	Recent Damage Category	Nearest Road	Distance to Nearest Road	Condition of Nearest Road	ARPA Signage Present	Site Steward	Mitigation Recommendation
AR-03-12-01-42	Listed	Yes	Poor	Yes	No	N/A	FR 14	Direct FR Access	Fair	Yes	Yes	ARPA Signage, Monitoring
AR-03-12-01-43	Listed	Yes	Poor	Yes	No	N/A	FR 14	Direct FR Access	Fair	Yes	Yes	ARPA Signage, Monitoring
AR-03-12-01-53	Listed	Yes	Fair	Yes	No	N/A	FR 205	450 m	Good	Yes	Yes	ARPA Signage, Monitoring
AR-03-12-01-55	Listed	Yes	Fair	Yes	Yes	Vandalism	FR 3164	Direct FR Access	Poor	Yes	Yes	ARPA Signage, Monitoring, Road Closure
AR-03-12-01-58	Eligible	Yes	Poor	Yes	No	N/A	FR 18	Direct FR Access	Impassible	No	No	ARPA Signage, Road Closure
AR-03-12-01-583	Eligible	Yes	Poor	Yes	No	N/A	FR 269	Direct FR Access	Fair	Yes	No	ARPA Signage, Monitoring
AR-03-12-01-64	Eligible	Yes	Poor	Yes	Yes	Vandalism	FR 578/ FR 3170	300 m	Fair	No	No	ARPA Signage, Monitoring, Road Closure
AR-03-12-01-643	Eligible	No	Poor	Yes	No	N/A	FR 269	5.5 km	Fair	No	Yes	ARPA Signage
AR-03-12-01-65	Eligible	Yes	Poor	Yes	No	N/A	FR 2096	1.1 km	Poor	Yes	Yes	ARPA Signage, Monitoring
AR-03-12-01-650	Eligible	Yes	Poor	Yes	Yes	Vandalism	FR 574	Direct FR Access	Poor	No	No	ARPA Signage, Monitoring, Road Closure
AR-03-12-01-66	Eligible	No	Poor	Yes	No	N/A	FR 2096	800 m	Poor	No	No	ARPA Signage, Monitoring
AR-03-12-01-72	Listed	Yes	Poor	Yes	Yes	Vandalism	FR 14	450 m	Poor	No	No	ARPA Signage, Monitoring, Road Closure
AR-03-12-01-74	Listed	Yes	Good	Yes	No	N/A	FR 261	Direct FR Access	Good	Yes	Yes	ARPA Signage, Monitoring
AR-03-12-02-106	Eligible	Yes	Fair	Yes	No	N/A	FR 989	200 m	Good	No	No	ARPA Signage
AR-03-12-02-1495	Eligible	Yes	Poor	Yes	No	N/A	FR 527	150 m	Fair	No	No	ARPA Signage, Monitoring, Road Closure
AR-03-12-02-181	Eligible	Yes	Fair	Yes	No	N/A	FR 645	600 m	Good	No	No	ARPA Signage, Monitoring
AR-03-12-02-202	Eligible	Yes	Poor	Yes	Yes	Vandalism	FR 1070	200 m	Fair	No	No	ARPA Signage, Monitoring, Road Closure
AR-03-12-02-219	Eligible	Yes	Poor	Yes	Yes	Vandalism	FR 473	Direct FR Access	Good	No	No	ARPA Signage, Monitoring
AR-03-12-02-376	Eligible	Yes	Poor	Yes	Yes	Vandalism	FR 1070	200 m	Fair	No	No	ARPA Signage, Monitoring, Road Closure

Site Number	NRHP Status	Priority Heritage Asset	Site Condition	Damage Evident	Recent Damage Evident	Recent Damage Category	Nearest Road	Distance to Nearest Road	Condition of Nearest Road	ARPA Signage Present	Site Steward	Mitigation Recommendation
AR-03-12-02-377	Eligible	No	Poor	Yes	No	N/A	FR 1070	600 m	Fair	No	No	ARPA Signage, Monitoring
AR-03-12-02-577	Eligible	No	Good	No	No	N/A	FR 382	1 km	Good	No	No	ARPA Signage, Monitoring
AR-03-12-03-07	Eligible	Yes	Fair	Yes	No	N/A	FR 22	550 m	N/A	No	Yes	ARPA Signage, Monitoring
AR-03-12-03-11	Eligible	No	Fair	Yes	No	N/A	FR 212	5 km	Good	No	No	ARPA Signage
AR-03-12-03-12	Eligible	No	Fair	Yes	No	N/A	FR 212	5 km	Good	No	No	ARPA Signage
AR-03-12-03-139	Eligible	No	Poor	Yes	No	N/A	FR 78	2.5 km	Good	No	Yes	ARPA Signage, Monitoring
AR-03-12-03-17	Eligible	No	Poor	Yes	No	N/A	FR 212	5 km	Good	No	No	ARPA Signage
AR-03-12-03-51	Eligible	Yes	Fair	Yes	No	N/A	FR 204A	Direct FR Access	Good	No	No	Monitoring
AR-03-12-03-534	Eligible	No	Fair	Yes	No	N/A	FR 212	5.5 km	Good	No	No	ARPA Signage
AR-03-12-03-55	Eligible	No	Poor	Yes	No	N/A	FR 204	Direct FR Access	Good	No	No	N/A
AR-03-12-04-105	Eligible	Yes	Poor	Yes	Yes	OHV	Unnamed	Direct FR Access	Poor	No	Yes	ARPA Signage, Monitoring, Road Closure
AR-03-12-04-106	Eligible	Yes	Fair	Yes	No	N/A	FR 542	200 m	Impassible	No	Yes	ARPA Signage, Monitoring, Road Closure
AR-03-12-04-111	Eligible	Yes	Poor	Yes	No	N/A	FR 412	100 m	Good	Yes	No	ARPA Signage, Monitoring
AR-03-12-04-22	Eligible	Yes	Poor	Yes	No	N/A	FR 476	150 m	Good	No	Yes	ARPA Signage, Monitoring
AR-03-12-04-221	Eligible	No	Fair	Yes	No	N/A	FR 542	250 m	Impassible	No	Yes	ARPA Signage, Road Closure
AR-03-12-04-222	Eligible	Yes	Poor	Yes	No	N/A	Unnamed	Direct FR Access	Poor	No	Yes	ARPA Signage, Road Closure
AR-03-12-04-35	Eligible	Yes	Poor	Yes	Yes	Vandalism	FR 433	Direct FR Access	Poor	No	Yes	ARPA Signage, Monitoring, Road Closure
AR-03-12-04-580	Eligible	Yes	Fair	Yes	No	N/A	FR 417	Direct FR Access	Good	No	Yes	ARPA Signage
AR-03-12-04-581	Eligible	No	Poor	Yes	No	N/A	FR 417	Direct FR Access	Good	No	No	ARPA Signage, Monitoring
AR-03-12-04-68	Eligible	Yes	Fair	Yes	Yes	Recreation	FR 1617	Direct FR Access	Poor	No	Yes	ARPA Signage, Monitoring, Road Closure

Site Number	NRHP Status	Priority Heritage Asset	Site Condition	Damage Evident	Recent Damage Evident	Recent Damage Category	Nearest Road	Distance to Nearest Road	Condition of Nearest Road	ARPA Signage Present	Site Steward	Mitigation Recommendation
AR-03-12-05-05	Eligible	Yes	Good	No	No	N/A	FR 487	100 m	Good	No	No	ARPA Signage
AR-03-12-05-173	Eligible	Yes	Poor	Yes	No	N/A	FR 609	100 m	Fair	No	No	ARPA Signage, Monitoring
AR-03-12-05-188	Eligible	Yes	Poor	Yes	Yes	Vandalism	FR 609	Direct FR Access	Fair	No	Yes	ARPA Signage, Monitoring
AR-03-12-05-312	Eligible	Yes	Fair	Yes	Yes	Recreation	FR 130	800 m	Good	No	No	ARPA Signage, Monitoring
AR-03-12-05-382	Eligible	Yes	Poor	Yes	No	N/A	FR 202	300 m	Fair	No	Yes	ARPA Signage, Monitoring
AR-03-12-05-383	Eligible	Yes	Poor	Yes	No	N/A	FR 202C	300 m	Fair	No	No	ARPA Signage
AR-03-12-05-46	Eligible	No	Fair	No	No	N/A	FR 189	1 km	Fair	No	No	ARPA Signage
AR-03-12-05-56	Eligible	No	Poor	Yes	No	N/A	FR 203	250 m	Good	No	No	ARPA Signage
AR-03-12-05-657	Eligible	No	Fair	Yes	No	N/A	FR 1670	Direct FR Access	Poor	No	No	ARPA Signage, Road Closure
AR-03-12-05-868	Eligible	No	Fair	Yes	No	N/A	FR 203	500 m	Good	No	No	ARPA Signage
AR-03-12-05-87	Eligible	Yes	Fair	Yes	No	N/A	FR 455	500 m	Poor	No	No	ARPA Signage, Monitoring
AR-03-12-05-875	Eligible	No	Poor	Yes	No	N/A	FR 203	Direct FR Access	Good	No	No	ARPA Signage
AR-03-12-06-01	Eligible	Yes	Fair	Yes	No	N/A	FR 203A	600 m	Fair	No	No	ARPA Signage
AR-03-12-06-103	Eligible	Yes	Poor	Yes	No	N/A	FR 1517	400 m	Poor	No	Yes	ARPA Signage
AR-03-12-06-1044	Listed	Yes	Fair	No	No	N/A	FR 409	200 m	Good	No	No	ARPA Signage
AR-03-12-06-106	Eligible	Yes	Poor	Yes	No	N/A	FR 111/ FR 118	400 m	Poor	No	No	ARPA Signage, Monitoring, Road Closure
AR-03-12-06-123	Eligible	Yes	Poor	Yes	No	N/A	FR 1707	1.1 km	Poor	No	No	ARPA Signage
AR-03-12-06-135	Eligible	Yes	Poor	Yes	No	N/A	FR 97C	700 m	Poor	No	No	ARPA Signage
AR-03-12-06-137	Eligible	No	Good	No	No	N/A	FR 97	450 m	Fair	No	No	ARPA Signage
AR-03-12-06-144	Eligible	Yes	Fair	Yes	No	N/A	FR 97C	600 m	Poor	No	No	ARPA Signage
AR-03-12-06-146	Eligible	Yes	Poor	Yes	No	N/A	FR 97C	900 m	Poor	No	No	N/A
AR-03-12-06-1764	Eligible	Yes	Good	Yes	No	N/A	FR 649	700 m	Poor	No	No	ARPA Signage

Site Number	NRHP Status	Priority Heritage Asset	Site Condition	Damage Evident	Recent Damage Evident	Recent Damage Category	Nearest Road	Distance to Nearest Road	Condition of Nearest Road	ARPA Signage Present	Site Steward	Mitigation Recommendation
AR-03-12-06-20	Eligible	No	Fair	Yes	No	N/A	FR 1458	150 m	Fair	No	No	ARPA Signage, Monitoring
AR-03-12-06-2020	Potentially Eligible	No	Poor	Yes	No	N/A	FR 699	Direct FR Access	Impassible	No	No	ARPA Signage, Road Closure
AR-03-12-06-2114	Eligible	No	Fair	Yes	No	N/A	FR 604	550 m	Fair	No	No	ARPA Signage, Monitoring
AR-03-12-06-31	Eligible	Yes	Fair	Yes	No	N/A	FR 243	400 m	Fair	No	Yes	ARPA Signage
AR-03-12-06-32	Eligible	No	Poor	Yes	No	N/A	FR 189	Direct FR Access	Fair	No	No	ARPA Signage
AR-03-12-06-33	Eligible	No	Good	No	No	N/A	FR 189	300 m	Fair	No	No	N/A
AR-03-12-06-357	Potentially Eligible	Yes	Poor	Yes	No	N/A	FR 423	300 m	Good	No	No	ARPA Signage
AR-03-12-06-52	Eligible	Yes	Fair	Yes	No	N/A	FR 425	Direct FR Access	Poor	No	Yes	ARPA Signage, Road Closure
AR-03-12-06-523	Eligible	No	Good	No	No	N/A	SR 87	400 m	Good	No	No	ARPA Signage
AR-03-12-06-54	Listed	Yes	Poor	Yes	Yes	OHV	FR 1555	Direct FR Access	Poor	No	Yes	ARPA Signage, Monitoring, Road Closure
AR-03-12-06-549	Eligible	Yes	Poor	Yes	No	N/A	FR 604	Direct FR Access	Fair	No	Yes	ARPA Signage, Road Closure
AR-03-12-06-683	Eligible	Yes	Poor	Yes	No	N/A	FR 236	900 m	Fair	No	No	ARPA Signage
AR-03-12-06-70	Eligible	Yes	Poor	Yes	No	N/A	FR 81	Direct FR Access	Poor	Yes	No	ARPA Signage, Monitoring, Road Closure
AR-03-12-06-705	Eligible	Yes	Fair	Yes	No	N/A	FR 419	Direct FR Access	Good	Yes	Yes	ARPA Signage, Monitoring
AR-03-12-06-733	Eligible	No	Poor	Yes	No	N/A	SR 188	400 m	Good	No	No	ARPA Signage
AR-03-12-06-746	Eligible	Yes	Fair	Yes	No	N/A	FR 421	300 m	Impassible	No	Yes	ARPA Signage, Monitoring, Road Closure
AR-03-12-06-753	Eligible	No	Poor	Yes	No	N/A	SR 188	400 m	Good	No	No	ARPA Signage, Monitoring
AR-03-12-06-799	Eligible	No	Poor	Yes	No	N/A	FR 1456	1 km	Poor	No	No	ARPA Signage
AR-03-12-06-90	Eligible	No	Fair	Yes	No	N/A	FR 448	150 m	Good	No	No	ARPA Signage

Appendix B:
Site Inspection/Maintenance Assessment Form

Appendix C:
Completed Site Inspection/Maintenance Assessment Forms
(Available Upon Request)

Appendix D

Heritage Assets Priority Property Conditions Survey Form

