

Other/Common Name: 30275

**PM30275**

Facilitator(s): Nate Holland  
 Team Members: Dixie Staff

<input type="checkbox"/> Principal Feeder/Trunk	<input checked="" type="checkbox"/> Connector	<input type="checkbox"/> Single Track	
<input checked="" type="checkbox"/> Other	<input type="checkbox"/> Loop	<input type="checkbox"/> Motorcycle Track	
	<input type="checkbox"/> Spur	<input type="checkbox"/> ATV Route	Length: 5.870142 miles
<input checked="" type="checkbox"/> Evidence of Construction: Graded in places		<input checked="" type="checkbox"/> Dual Track	Use Level: Medium
<input type="checkbox"/> Regularly Maintained		<input type="checkbox"/> Graded Track	Maint. # (if any)
<input checked="" type="checkbox"/> Infrequently Maintained			
<input type="checkbox"/> Maintained in Past			

Jurisdictions:  BLM  USFS  State  Military  Private  Other:

Additional Information: Route designation applies only to those portions of the route located on public land.

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District Staff	Open	reroute around private near Pangutch Lake.

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES  
 Township and Range: T.35S R.7W S.31

<b>Official Right-of-Way or Officially-Recognized County or State Route</b>	
Is the route an officially-recognized right-of-way or an officially recognized County or State route?	<b>No</b>

<b>Other Access / Uses</b>		<b>Yes</b>
Does the route provide other commercial or administrative access / uses?		
Does the route provide commercial, private property, or administrative access (e.g. via prescriptive or vested rights)?	Yes	
Is the route a regional route that serves more than one planning sub-region?	No	
Is the route a principal means of connectivity within a sub-region?	No	
Is the route officially recognized as part of a Federal planning document and is subject to maintenance?	No	

Access / Uses		Primary	Secondary	Tertiary
<b>Uses</b>	<b>Specifically</b>			
Commercial Ranching Facility	Pond, Reservoir	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Commercial Ranching Facility	Spring Head Works	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lands / Special Uses	Route not necessary			
Private Property	Access	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Range	Road accesses permittee camps, water developments, or other improvements	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Range	Necessary route, long term needed			
Vegetation (Timber and Fuels) - Sales and Management	Route provides access for future vegetation management projects	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Route specifically assists in fuels management	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Necessary route, possible haul route, long term needed			
Wildland Fire	Route serves as a main access for firefighting	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wildland Fire	Necessary road. Provides access to lookout, helibase, large geographic area; provides a level of safety to public or firefolks			

<b>Special Resources</b>		<b>Yes</b>
<p>Might the continued use of this route impact State or Federal special status species or their habitat or cultural or any other specially-protected resources or objects identified by Agency planning documents, plan amendments or any other special area designations (e.g. National Monuments)?</p>		<b>Yes</b>
<b>Resource/Concern</b>	<b>Specifically</b>	
Engineering	The route is substantially brushed in, in very poor condition or a particular burden for maintenance	
Engineering	Necessary road, long term needed	
Hydrology	Route impacts channels, floodplains, wetlands or riparian areas	
Hydrology	Route contributes to erosion or slope failure	
Hydrology	Moderate risk to soil & water resources	
Wildlife / Botany	Route encroaches on a sensitive area or impact TES/MIS species	
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.	
Wilderness/Roadless	Not likely to be needed in foreseeable future	
Streams and Lakes	Within 200' of Stream(s)	
Streams and Lakes	Stream Crossing	
	Number of crossings: 4	
Wash	In	
Wash	Cross	
Wash	Proximate	
Soils	Known Erosion Scar	
Soils	Route Subject to Erosion Concerns	
Elk (MIS)	High Summer Range	
Mule Deer (MIS)	High Summer Range	
Sage Grouse (TES)	Proximate to Brood Rearing Area (within 1 mile)	

<b>Avoidance, Minimization or Mitigation of Impacts</b>	<b>Yes</b>
Can the impacts to the above sensitive resources be avoided, minimized or mitigated?	<b>Yes</b>

<b>Public Uses</b>				<b>Yes</b>
Does this route contribute to recreational opportunities, route network connectivity, public safety, or other public multi-use access opportunities enumerated in agency Organic laws?				<b>Yes</b>
<b>Public Use</b>	<b>Primary</b>	<b>Secondary</b>	<b>Tertiary</b>	
Route has unique destination and/or provide a satisfying experience for its type and setting (ie. good scenery, overlook, campsite, historical site, water body)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Route provides an opportunity to improve a trail system (motorized or non-motorized) or other recreational activity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
ATV Use	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Equestrian	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Hunting	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Wildlife Watching	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Medium to heavy (summer or winter use)				
Recreation: Motorized				

<b>Route Redundancy</b>	<b>No</b>
Can the commercial, private-property or public uses of this route be adequately met by another route that minimizes impacts to the sensitive resources identified above or that minimizes cumulative effects on various other resources?	<b>No</b>
The route is utilized for the following:	
Commercial / Administrative	Yes
Private Property	Yes
Public Uses	Yes
Other	No

**B**

Close                                       Limit\*                                       Open\*

Limits:

Limit User

Motorized Administrative use (including Federal, State and Local emergency regulatory enforcement and monitoring uses)

Ranching Allotment Permittee

Mining Permittee

Utility Right-of-Way / Permittee

Special Event Permittee

Other Permittee

Private Property Access

\*Over time, the use of this route may result in effects to some sensitive resources. In accordance with the U.S. Forest Service's Final Rule for off-highway vehicle use on Forest Service land issued in November 2005 (Title 36 of the Code of Federal Regulations Parts 212, 251, 261, and 295), agency management may need to revise the designation of this route (e.g., by utilizing adaptive management techniques, including monitoring and maintenance) in order to avoid, minimize or mitigate effects that may occur.

**C**

Close                                       Limit\*                                       Open\*

Open to All Uses

Maintenance Recommendations: Pursue easement through private property (possibly through housing development). If easement is not obtained reroute around private.

\*Over time, the use of this route may result in effects to some sensitive resources. In accordance with the U.S. Forest Service's Final Rule for off-highway vehicle use on Forest Service land issued in November 2005 (Title 36 of the Code of Federal Regulations Parts 212, 251, 261, and 295), agency management may need to revise the designation of this route (e.g., by utilizing adaptive management techniques, including monitoring and maintenance) in order to avoid, minimize or mitigate effects that may occur.

**D**

Close                                       Limit\*                                       Open\*

Open to All Uses

Maintenance Recommendations: Pursue easement through private property (possibly through housing development). If easement is not obtained reroute around private.

\*Over time, the use of this route may result in effects to some sensitive resources. In accordance with the U.S. Forest Service's Final Rule for off-highway vehicle use on Forest Service land issued in November 2005 (Title 36 of the Code of Federal Regulations Parts 212, 251, 261, and 295), agency management may need to revise the designation of this route (e.g., by utilizing adaptive management techniques, including monitoring and maintenance) in order to avoid, minimize or mitigate effects that may occur.

**E**

Close                                       Limit\*                                       Open\*

Open to All Uses

\*Over time, the use of this route may result in effects to some sensitive resources. In accordance with the U.S. Forest Service's Final Rule for off-highway vehicle use on Forest Service land issued in November 2005 (Title 36 of the Code of Federal Regulations Parts 212, 251, 261, and 295), agency management may need to revise the designation of this route (e.g., by utilizing adaptive management techniques, including monitoring and maintenance) in order to avoid, minimize or mitigate effects that may occur.

Other/Common Name: 30275A

**PM30275A**

Facilitator(s): Nate Holland  
 Team Members: Dixie Staff

<input type="checkbox"/> Principal Feeder/Trunk	<input checked="" type="checkbox"/> Connector	<input type="checkbox"/> Single Track	
<input checked="" type="checkbox"/> Other	<input type="checkbox"/> Loop	<input type="checkbox"/> Motorcycle Track	
	<input type="checkbox"/> Spur	<input type="checkbox"/> ATV Route	Length: 0.2232061 miles
<input checked="" type="checkbox"/> Evidence of Construction: Graded in places		<input checked="" type="checkbox"/> Dual Track	Use Level: Medium
<input type="checkbox"/> Regularly Maintained		<input type="checkbox"/> Graded Track	Maint. # (if any)
<input checked="" type="checkbox"/> Infrequently Maintained			
<input type="checkbox"/> Maintained in Past			

Jurisdictions:  BLM     USFS     State     Military     Private     Other:

Additional Information: Route is entirely on private  
 Route designation applies only to those portions of the route located on public land.

Proposal(s):

<b>Proposed By</b>	<b>Proposed Designation</b>	<b>Proposal Comments</b>
District Staff		route is on private

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES  
 Township and Range: T.35S R.7W S.31

<b>Official Right-of-Way or Officially-Recognized County or State Route</b>	
Is the route an officially-recognized right-of-way or an officially recognized County or State route?	<b>No</b>

<b>Other Access / Uses</b>		<b>Yes</b>
Does the route provide other commercial or administrative access / uses?		
Does the route provide commercial, private property, or administrative access (e.g. via prescriptive or vested rights)?	Yes	
Is the route a regional route that serves more than one planning sub-region?	No	
Is the route a principal means of connectivity within a sub-region?	No	
Is the route officially recognized as part of a Federal planning document and is subject to maintenance?	No	

<b>Access / Uses</b>		<b>Primary</b>	<b>Secondary</b>	<b>Tertiary</b>
<b>Uses</b>	<b>Specifically</b>			
Commercial Ranching Facility	Pond, Reservoir	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Commercial Ranching Facility	Spring Head Works	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lands / Special Uses	Route not necessary			
Private Property	Access	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Range	Road accesses permittee camps, water developments, or other improvements	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Range	Necessary route, long term needed			
Vegetation (Timber and Fuels) - Sales and Management	Route provides access for future vegetation management projects	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Route specifically assists in fuels management	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Necessary route, possible haul route, long term needed			
Wildland Fire	Route serves as a main access for firefighting	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wildland Fire	Necessary road. Provides access to lookout, helibase, large geographic area; provides a level of safety to public or firefolks			

<b>Special Resources</b>		<b>Yes</b>
<p>Might the continued use of this route impact State or Federal special status species or their habitat or cultural or any other specially-protected resources or objects identified by Agency planning documents, plan amendments or any other special area designations (e.g. National Monuments)?</p>		<b>Yes</b>
<b>Resource/Concern</b>	<b>Specifically</b>	
Engineering	The route is substantially brushed in, in very poor condition or a particular burden for maintenance	
Engineering	Necessary road, long term needed	
Hydrology	Route impacts channels, floodplains, wetlands or riparian areas	
Hydrology	Route contributes to erosion or slope failure	
Hydrology	Moderate risk to soil & water resources	
Wildlife / Botany	Route encroaches on a sensitive area or impact TES/MIS species	
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.	
Wilderness/Roadless	Not likely to be needed in foreseeable future	
Streams and Lakes	Within 200' of Stream(s)	
Streams and Lakes	Stream Crossing	
	Number of crossings: 4	
Wash	In	
Wash	Cross	
Wash	Proximate	
Soils	Known Erosion Scar	
Soils	Route Subject to Erosion Concerns	
Elk (MIS)	High Summer Range	
Mule Deer (MIS)	High Summer Range	
Sage Grouse (TES)	Proximate to Brood Rearing Area (within 1 mile)	

<b>Avoidance, Minimization or Mitigation of Impacts</b>	<b>Yes</b>
Can the impacts to the above sensitive resources be avoided, minimized or mitigated?	<b>Yes</b>

<b>Public Uses</b>				<b>Yes</b>
Does this route contribute to recreational opportunities, route network connectivity, public safety, or other public multi-use access opportunities enumerated in agency Organic laws?				<b>Yes</b>
<b>Public Use</b>	<b>Primary</b>	<b>Secondary</b>	<b>Tertiary</b>	
Route has unique destination and/or provide a satisfying experience for its type and setting (ie. good scenery, overlook, campsite, historical site, water body)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Route provides an opportunity to improve a trail system (motorized or non-motorized) or other recreational activity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
ATV Use	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Equestrian	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Hunting	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Wildlife Watching	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Medium to heavy (summer or winter use)				
Recreation: Motorized				

<b>Route Redundancy</b>	<b>No</b>
Can the commercial, private-property or public uses of this route be adequately met by another route that minimizes impacts to the sensitive resources identified above or that minimizes cumulative effects on various other resources?	<b>No</b>
The route is utilized for the following:	
Commercial / Administrative	Yes
Private Property	Yes
Public Uses	Yes
Other	No

**B**

Close                                       Limit\*                                       Open\*

Limits:

Limit User

Motorized Administrative use (including Federal, State and Local emergency regulatory enforcement and monitoring uses)

Ranching Allotment Permittee

Mining Permittee

Utility Right-of-Way / Permittee

Special Event Permittee

Other Permittee

Private Property Access

\*Over time, the use of this route may result in effects to some sensitive resources. In accordance with the U.S. Forest Service's Final Rule for off-highway vehicle use on Forest Service land issued in November 2005 (Title 36 of the Code of Federal Regulations Parts 212, 251, 261, and 295), agency management may need to revise the designation of this route (e.g., by utilizing adaptive management techniques, including monitoring and maintenance) in order to avoid, minimize or mitigate effects that may occur.

**C**

Close                                       Limit\*                                       Open\*

Open to All Uses

Maintenance Recommendations: Pursue easement through private property (possibly through housing development). If easement is not obtained reroute around private.

\*Over time, the use of this route may result in effects to some sensitive resources. In accordance with the U.S. Forest Service's Final Rule for off-highway vehicle use on Forest Service land issued in November 2005 (Title 36 of the Code of Federal Regulations Parts 212, 251, 261, and 295), agency management may need to revise the designation of this route (e.g., by utilizing adaptive management techniques, including monitoring and maintenance) in order to avoid, minimize or mitigate effects that may occur.

**D**

Close                                       Limit\*                                       Open\*

Open to All Uses

Maintenance Recommendations: Pursue easement through private property (possibly through housing development). If easement is not obtained reroute around private.

\*Over time, the use of this route may result in effects to some sensitive resources. In accordance with the U.S. Forest Service's Final Rule for off-highway vehicle use on Forest Service land issued in November 2005 (Title 36 of the Code of Federal Regulations Parts 212, 251, 261, and 295), agency management may need to revise the designation of this route (e.g., by utilizing adaptive management techniques, including monitoring and maintenance) in order to avoid, minimize or mitigate effects that may occur.

**E**

Close                                       Limit\*                                       Open\*

Open to All Uses

\*Over time, the use of this route may result in effects to some sensitive resources. In accordance with the U.S. Forest Service's Final Rule for off-highway vehicle use on Forest Service land issued in November 2005 (Title 36 of the Code of Federal Regulations Parts 212, 251, 261, and 295), agency management may need to revise the designation of this route (e.g., by utilizing adaptive management techniques, including monitoring and maintenance) in order to avoid, minimize or mitigate effects that may occur.