

Other/Common Name: 30963

**CB30963**

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

<input type="checkbox"/> Principal Feeder/Trunk	<input type="checkbox"/> Connector	<input type="checkbox"/> Single Track	
<input checked="" type="checkbox"/> Other	<input checked="" type="checkbox"/> Loop	<input type="checkbox"/> Motorcycle Track	
	<input type="checkbox"/> Spur	<input type="checkbox"/> ATV Route	Length: 0.374645 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:

Proposal(s):		
<b>Proposed By</b>	<b>Proposed Designation</b>	<b>Proposal Comments</b>
District Staff	Open	open this route- access to private

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES  
Township and Range: T.36S R.9W S.8

<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>		Primary	Secondary	Tertiary
<b>Uses</b>	<b>Specifically</b>			
Lands / Special Uses	Route not necessary			
Private Property	Access	<input checked="" type="checkbox"/>	<input 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	Not likely to be needed in foreseeable future			
Vegetation (Timber and Fuels) - Sales and Management	Not likely to be needed in foreseeable future			
Wildland Fire	Provides convenient access only			

**Special Resources**

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)? **Yes**

<b>Resource/Concern</b>	<b>Specifically</b>
Engineering	Route is duplicated within 0.5 mile
Engineering	Not likely to be needed in foreseeable future
Hydrology	Route contributes to erosion or slope failure
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route has little/no impact on wildlife habitat and/or habitat effectiveness.
Wilderness/Roadless	Not likely to be needed in foreseeable future
Wilderness / Wilderness	Proximate (within 1 mile)
Study Areas	
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer Range

**Avoidance, Minimization or Mitigation of Impacts**

Can the impacts to the above sensitive resources be avoided, minimized or mitigated? **Yes**

**Public Uses**

Does this route contribute to recreational opportunities, route network connectivity, public safety, or other public multi-use access opportunities enumerated in agency Organic laws? **Yes**

<b>Public Use</b>	<b>Primary</b>	<b>Secondary</b>	<b>Tertiary</b>
ATV Use	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Hunting	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Motorized Use Generally	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Mountain Biking	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Medium to heavy (summer or winter use)			

**Route Redundancy**

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? **No**

The route is utilized for the following:

Commercial / Administrative	Yes
Private Property	No
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.

<b>C</b>	<input checked="" type="checkbox"/> Close	<input type="checkbox"/> Limit*	<input type="checkbox"/> Open*
	<input checked="" type="checkbox"/> Closed to all uses.		
	<input checked="" type="checkbox"/> The route would be allowed to naturally reclaim.		
	<input type="checkbox"/> The route would be restored (e.g. vertically mulched) at least to some extent (e.g. to the visual horizon).		

\*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.

<b>D</b>	<input type="checkbox"/> Close	<input type="checkbox"/> Limit*	<input checked="" type="checkbox"/> Open*
	<input checked="" type="checkbox"/> 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.

<b>E</b>	<input type="checkbox"/> Close	<input type="checkbox"/> Limit*	<input checked="" type="checkbox"/> Open*
	<input checked="" type="checkbox"/> 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: 30963A

**CB30963A**

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

- |  |  |  |                         |
|--|--|--|-------------------------|
| <input type="checkbox"/> Principal Feeder/Trunk                                | <input type="checkbox"/> Connector       | <input type="checkbox"/> Single Track          |                         |
| <input checked="" type="checkbox"/> Other                                      | <input checked="" type="checkbox"/> Loop | <input type="checkbox"/> Motorcycle Track      |                         |
|  | <input type="checkbox"/> Spur            | <input type="checkbox"/> ATV Route             | Length: 0.2653652 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:

Proposal(s):		
<b>Proposed By</b>	<b>Proposed Designation</b>	<b>Proposal Comments</b>
District Staff	Closed	close this portion of the route.

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES  
Township and Range: T.36S R.9W S.8

<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>		Primary	Secondary	Tertiary
<b>Uses</b>	<b>Specifically</b>			
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	Not likely to be needed in foreseeable future			
Vegetation (Timber and Fuels) - Sales and Management	Not likely to be needed in foreseeable future			
Wildland Fire	Provides convenient access only			

**Special Resources**

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)? **Yes**

<b>Resource/Concern</b>	<b>Specifically</b>
Engineering	Route is duplicated within 0.5 mile
Engineering	Not likely to be needed in foreseeable future
Hydrology	Route contributes to erosion or slope failure
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route has little/no impact on wildlife habitat and/or habitat effectiveness.
Wilderness/Roadless	Not likely to be needed in foreseeable future
Wilderness / Wilderness	Proximate (within 1 mile)
Study Areas	
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer Range

**Avoidance, Minimization or Mitigation of Impacts**

Can the impacts to the above sensitive resources be avoided, minimized or mitigated? **Yes**

**Public Uses**

Does this route contribute to recreational opportunities, route network connectivity, public safety, or other public multi-use access opportunities enumerated in agency Organic laws? **Yes**

<b>Public Use</b>	<b>Primary</b>	<b>Secondary</b>	<b>Tertiary</b>
ATV Use	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Hunting	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Motorized Use Generally	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Mountain Biking	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Medium to heavy (summer or winter use)			

**Route Redundancy**

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? **No**

The route is utilized for the following:

Commercial / Administrative	Yes
Private Property	No
Public Uses	Yes
Other	No

**B**

Close                       Limit\*                       Open\*

Closed to all uses.

The route would be allowed to naturally reclaim.

The route would be restored (e.g. vertically mulched) at least to some extent (e.g. to the visual horizon).

\*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\*

Closed to all uses.

The route would be allowed to naturally reclaim.

The route would be restored (e.g. vertically mulched) at least to some extent (e.g. to the visual horizon).

\*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.

<b>D</b>	<input checked="" type="checkbox"/> Close	<input type="checkbox"/> Limit*	<input type="checkbox"/> Open*
	<input checked="" type="checkbox"/> Closed to all uses.		
	<input type="checkbox"/> The route would be allowed to naturally reclaim.		
	<input checked="" type="checkbox"/> The route would be restored (e.g. vertically mulched) at least to some extent (e.g. to the visual horizon).		

\*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.

<b>E</b>	<input type="checkbox"/> Close	<input type="checkbox"/> Limit*	<input checked="" type="checkbox"/> Open*
	<input checked="" type="checkbox"/> 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.