

Other/Common Name: 31050

PM31050

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 type="checkbox"/> Loop	<input type="checkbox"/> Motorcycle Track	
	<input checked="" type="checkbox"/> Spur	<input type="checkbox"/> ATV Route	Length: 0.3941489 miles
<input checked="" type="checkbox"/> Evidence of Construction: Graded in places		<input checked="" type="checkbox"/> Dual Track	Use Level: Low
<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):		
Proposed By	Proposed Designation	Proposal Comments
District Staff	Closed	Close to motorized use.

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
Township and Range: T.35S R.6W S.21

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

Other Access / Uses		
Does the route provide other commercial or administrative access / uses?		Yes
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				
Uses	Specifically	Primary	Secondary	Tertiary
Lands / Special Uses	Route not necessary			
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
Resource/Concern	Specifically	
Engineering	The route is substantially brushed in, in very poor condition or a particular burden for maintenance	
Engineering	Necessary road, long term needed	
Hydrology	None to low risk to soil & water resources	
Wildlife / Botany	Route encroaches on a sensitive area or impact TES/MIS species	
Wildlife / Botany	Close to meet big game habitat effectiveness road density standards within GA or to protect important TES/MIS habitat (eg. Nesting, breeding, roosting).	
Wilderness/Roadless	Not likely to be needed in foreseeable future	
Elk (MIS)	High Summer Range	
Mule Deer (MIS)	High Year-Long Range	
Sage Grouse (TES)	Proximate to Brood Rearing Area (within 1 mile)	
Engineering: Needs maintenance		

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						
Public Use							
ATV Use	<table border="0"> <tr> <td style="text-align: center;">Primary</td> <td style="text-align: center;">Secondary</td> <td style="text-align: center;">Tertiary</td> </tr> <tr> <td style="text-align: center;"><input type="checkbox"/></td> <td style="text-align: center;"><input checked="" type="checkbox"/></td> <td style="text-align: center;"><input type="checkbox"/></td> </tr> </table>	Primary	Secondary	Tertiary	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Primary	Secondary	Tertiary					
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>					
Hunting	<table border="0"> <tr> <td style="text-align: center;"><input type="checkbox"/></td> <td style="text-align: center;"><input checked="" type="checkbox"/></td> <td style="text-align: center;"><input type="checkbox"/></td> </tr> </table>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>					
Motorized Use Generally	<table border="0"> <tr> <td style="text-align: center;"><input type="checkbox"/></td> <td style="text-align: center;"><input checked="" type="checkbox"/></td> <td style="text-align: center;"><input type="checkbox"/></td> </tr> </table>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>					
Closed or low current use; alternate route available to area							

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	<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.

C	<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.		
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D	<input checked="" type="checkbox"/> Close	<input type="checkbox"/> Limit*	<input type="checkbox"/> Open*
	<input checked="" type="checkbox"/> Closed to all uses.		
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E	<input type="checkbox"/> Close	<input checked="" type="checkbox"/> Limit*	<input type="checkbox"/> Open*
	<input checked="" type="checkbox"/> Limits:		
	Non-Motorized and Non-Mechanized use only.		

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