

Other/Common Name: 31507

PM31507

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: 1.345892 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:

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
 Township and Range: T.34S R.6W S.27

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 | | Primary | Secondary | Tertiary |
|--|--|-------------------------------------|--------------------------|--------------------------|
| Uses | Specifically | | | |
| Commercial Ranching Facility | Fence | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Commercial Ranching Facility | Gate | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Lands / Special Uses | Route provides access to private or other agency land | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Lands / Special Uses | Route provides convenient access | | | |
| Range | Route hinders livestock management (i.e. gated) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Range | Not needed for 20-30 years, but keep prism | | | |
| 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 | 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 | | | |

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 | Route is duplicated within 0.5 mile |
| Engineering | Not likely to be needed in foreseeable future |
| 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 impacts specific wildlife habitat or security |
| 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 |
| Streams and Lakes | Within 200' of Stream(s) |
| Streams and Lakes | Stream Crossing |
| | Number of crossings: 1 |
| Wash | Cross |
| Wash | Proximate |
| Soils | Known Erosion Scar |
| Soils | Route Subject to Erosion Concerns |
| Elk (MIS) | Critical Year-Long Range |
| Goshawk (MIS) (TES) | In or Through Post Fledgling Area |
| Mule Deer (MIS) | High Summer Range |
| Sage Grouse (TES) | Proximate to Brood Rearing Area (within 1 mile) |
| Sage Grouse (TES) | In or Through Brood Rearing Area |
| Sage Grouse (TES) | Proximate to Winter Range (within 1 mile) |
| Sage Grouse (TES) | In or Through Winter 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**

| Public Use | Primary | Secondary | Tertiary |
|-------------------------|-------------------------------------|-------------------------------------|--------------------------|
| ATV Use | <input checked="" type="checkbox"/> | <input 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"/> |

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

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 | <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.

| | | | |
|----------|--|---------------------------------|---|
| D | <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.

| | | | |
|----------|--|---------------------------------|---|
| E | <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.