

Other/Common Name: 31532

**PM31532**

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

Principal Feeder/Trunk       Connector       Single Track  
 Other       Loop       Motorcycle Track  
     Spur       ATV Route      Length: 1.046315 miles  
 Evidence of Construction: Graded in places       Dual Track      Use Level: Medium  
 Regularly Maintained       Graded Track      Maint. # (if any)  
 Infrequently Maintained  
 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 to motorized use

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

<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>
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<b>Other Access / Uses</b> Does the route provide other commercial or administrative access / uses?	<b>Yes</b>
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 Range	Route not necessary Not likely to be needed in foreseeable future			
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	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 needed for 20-30 years but leave prism
Hydrology	Route contributes to erosion or slope failure
Hydrology	None to low 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)
Wash	Proximate
Soils	Known Erosion Scar
Soils	Route Subject to Erosion Concerns
Elk (MIS)	Critical Year-Long Range
Elk (MIS)	High Summer 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**

<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"/>
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 Medium to heavy (summer or winter use)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**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.

**D**

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.

**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.