

Other/Common Name: 31543

PM31543

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: 0.6268215 miles
<input type="checkbox"/> Evidence of Construction		<input checked="" type="checkbox"/> Dual Track	Use Level:
<input type="checkbox"/> Regularly Maintained		<input type="checkbox"/> Graded Track	Maint. # (if any)
<input type="checkbox"/> Infrequently Maintained			
<input type="checkbox"/> Maintained in Past			
Jurisdictions:	<input type="checkbox"/> BLM	<input checked="" type="checkbox"/> USFS	<input type="checkbox"/> State
			<input type="checkbox"/> Military
			<input type="checkbox"/> Private
			<input type="checkbox"/> Other:
Additional Information:	Closed-Basic Custodial Care.		

Proposal(s):		
Proposed By	Proposed Designation	Proposal Comments
District Staff	Limit	limit this route to admin use only.

Maintenance Level: 1 - BASIC CUSTODIAL CARE (CLOSED)
Township and Range: T.37S R.7W S.14

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			
Lands / Special Uses Range	Route not necessary			
Vegetation (Timber and Fuels) - Sales and Management	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	Route specifically assists in fuels management	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Not needed for 20-30 years but leave prism			
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	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	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
Wash	Cross
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer Range

Engineering: Closed

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
Hunting	<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

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

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*

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

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

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E

Close
 Limit*
 Open*

Open to All Uses

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