Other/Common Name: 31563

# PM31563

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.2963174 miles
☒ Evidence of Construction: Graded in places ☒ Dual Track Use Level: Low
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☒ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
Township and Range: T.36S R.7W S.26

**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 forseeable future | | | |
| Vegetation (Timber and Fuels) - Sales and Management | Route provides access for future vegetation management projects | ☒ | ☐ | ☐ |
| Vegetation (Timber and Fuels) - Sales and Management | Route specifically assists in fuels management | ☒ | ☐ | ☐ |
| 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 needed for 20-30 years but leave prism |
| 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 | 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 forseeable future |
| Elk (MIS) | High Summer Range |
| Mule Deer (MIS) | High Summer Range |
| Wild Turkey (MIS) | High Summer Range |

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 | Primary | Secondary | Tertiary |
|---|---|---|---|
| ATV Use | ☐ | ☐ | ☒ |
| Hunting | ☐ | ☐ | ☒ |
| Motorized Use Generally | ☐ | ☐ | ☒ |

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*

☒ 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).

Sign for closed to public

*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).

*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.