Other/Common Name: 31818

PM31818

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

☐ Principal Feeder/Trunk
☒ Other

☒ Connector
☐ Loop
☐ Spur

☐ Single Track
☐ Motorcycle Track
☐ ATV Route
☒ Dual Track
☐ Graded Track

Length: 0.2150194 miles
Use Level: Medium
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

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

Additional Information: Closed-Basic Custodial Care.

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District Staff	Limit	limit this route to ATV if Brian Head obtains right of way through private property on route U24027 and USFS creates ATV route.
Iron County		Route included in Iron County Proposal

Maintenance Level: 1 - BASIC CUSTODIAL CARE (CLOSED)
Township and Range: T.36S R.9W S.12

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	Road accesses permitee camps, water developments, or other improvements	☒	☐	☐
Range	Necessary route, long term needed			
Vegetation (Timber and Fuels) - Sales and Management	Route provides access for future vegetation management projects	☒	☐	☐
Vegetation (Timber and Fuels) - Sales and Management	Route provides access to on-going timber sales	☒	☐	☐
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	Route serves as a main access for firefighting	☒	☐	☐
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	Not needed for 20-30 years but leave prism
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 forseeable future
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 1
Wash	Cross
Soils	Known Erosion Scar
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer Range

Wildlife Botany: 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
Route has unique destination and/or provide a satisfying experience for its type and setting (ie. good scenery, overlook, campsite, historical site, water body)	☒	☐	☐
Route provides an opportunity to improve a trail system (motorized or non-motorized) or other recreational activity	☒	☐	☐
ATV Use	☐	☒	☐
Hunting	☐	☐	☒

Medium to heavy (summer or winter use)

Recreation: Motorized

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*

☒ 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

☒ Limit Mode of Transportation

☐ Non-Motorized

☐ Non-Motorized and Non-Mechanical

☐ Pedestrian

☒ ATV

☐ Motorcycle

☐ Single Track

☐ Other

☐ Stock High Clearance Vehicles (Trucks, SUVs)

☐ Stock 4-Wheel Drive Vehicles

☐ Stock 4-Wheel Drive / High Clearance Vehicles

☐ Modified 4-Wheel Drive Vehicles

☐ Equestrian

☐ Mountain Bike

Limit this route to ATV if Brian Head obtains right of way through private property on route U24027 and USFS creates ATV route. If no easement is obtained close route.

*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.

Other/Common Name: 31818A

PM31818A

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

☐ Principal Feeder/Trunk
☒ Other

☐ Connector
☐ Loop
☒ Spur

☐ Single Track
☐ Motorcycle Track
☐ ATV Route
☒ Dual Track
☐ Graded Track

Length: 1.60419 miles
Use Level: Medium
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

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

Additional Information: Closed-Basic Custodial Care.

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District Staff	Closed	close

Maintenance Level: 1 - BASIC CUSTODIAL CARE (CLOSED)
Township and Range: T.36S R.9W S.12
Previous Decision: Sidney Valley Recovery Project.
P.D. Designation: closed

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	Road accesses permitee camps, water developments, or other improvements	☒	☐	☐
Range	Necessary route, long term needed			
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Vegetation (Timber and Fuels) - Sales and Management	Not needed for 20-30 years but leave prism			
Wildland Fire	Route serves as a main access for firefighting	☒	☐	☐
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	Not needed for 20-30 years but leave prism
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Streams and Lakes	Stream Crossing Number of crossings: 1
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Soils	Known Erosion Scar
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer Range

Wildlife Botany: 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
Route has unique destination and/or provide a satisfying experience for its type and setting (ie. good scenery, overlook, campsite, historical site, water body)	☒	☐	☐
Route provides an opportunity to improve a trail system (motorized or non-motorized) or other recreational activity	☒	☐	☐
ATV Use	☐	☒	☐
Hunting	☐	☐	☒

Medium to heavy (summer or winter use)

Recreation: Motorized

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*

☒ 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).

Natural re-vegetation

*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.