Other/Common Name: 30087

PS30087

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

☒ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 24.05213 miles
☒ Evidence of Construction: Gravel ☐ Dual Track Use Level: High
☒ Regularly Maintained ☒ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

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

Additional Information: Potential public forest service road
Route designation applies only to those portions of the route located on public land.
Route Origin: Historic road- 1876

Maintenance Level: 3 - SUITABLE FOR PASSENGER CARS
Township and Range: T.36S R.4W S.2
Trail Number (if any): 33003

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?	Yes
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
Administrative Uses	Administrative Site	☒	☐	☐
Administrative Uses	Compliance/Enforcement	☒	☐	☐
Administrative Uses	Fire Suppression	☒	☐	☐
Administrative Uses	Monitoring Site	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐
Administrative Uses	Weather Station	☒	☐	☐
Administrative Uses	Weed Abatement	☒	☐	☐
Administrative Uses	Wildlife Agency Monitoring	☒	☐	☐
Commercial Ranching Facility	Cattleguard	☒	☐	☐
Commercial Ranching Facility	Corral / Handling Pen	☒	☐	☐
Commercial Ranching Facility	Diversion Dam	☒	☐	☐
Commercial Ranching Facility	Fence	☒	☐	☐
Commercial Ranching Facility	Gate	☒	☐	☐
Commercial Ranching Facility	Pond, Reservoir	☒	☐	☐
Commercial Ranching Facility	Range Pipeline	☒	☐	☐
Commercial Ranching Facility	Tank	☒	☐	☐
Commercial Ranching Facility	Trailing Route	☒	☐	☐
Commercial Ranching Facility	Well	☐	☒	☐
Lands / Special Uses	Route provides access for recreation or non-recreation special uses	☒	☐	☐
Lands / Special Uses	Route provides access to private or other agency land	☒	☐	☐
Lands / Special Uses	There is an easement or legal right-of-way	☒	☐	☐
Lands / Special Uses	Necessary route			
Private Property	Access	☐	☒	☐
Range	Road accesses permitee camps, water developments, or other improvements	☒	☐	☐
Range	Route has noxious weed issues	☒	☐	☐
Range	Necessary route, long term needed			
Utilities	Irrigation Canal	☒	☐	☐
Utilities	Water Pipeline	☒	☐	☐
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	Necessary route, possible haul route, long term needed			
Wildland Fire	Route provides access to legal water sources	☒	☐	☐
Wildland Fire	Route provides access to repeaters, weather stations, look-outs, etc	☒	☐	☐
Wildland Fire	Route serves as a main access for firefighting	☒	☐	☐
Wildland Fire	Route serves as an escape route for Wildland Urban Interface	☒	☐	☐
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	Necessary road, long term needed
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route has little/no impact on wildlife habitat and/or habitat effectiveness.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 38
Riparian (MIS)	9A - Riparian Management
Riparian (MIS)	In, Along (within the banks or high water mark)
Riparian (MIS)	Proximate (within 1/2 mile)
Riparian (MIS)	Cross
Wash	Cross
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
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
Wild Turkey (MIS)	High Summer 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**
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	☒	☐	☐
The route is a primary recreation access route, a designated system route, or a route with pending designation status (ie. Markagunt & High Desert trails?) Motorized	☒	☐	☐
ATV Load/Unload	☐	☒	☐
ATV Use	☒	☐	☐
Birding	☐	☒	☐
Boating	☒	☐	☐
Boating and Water Access	☒	☐	☐
Camping - Developed	☐	☒	☐
Camping - Primitive	☒	☐	☐
Dispersed Camping Site	☒	☐	☐
Dual Sport Touring	☐	☒	☐
Equestrian	☐	☒	☐
Family Camp/ Group Camp	☒	☐	☐
Fishing	☒	☐	☐
Hiking	☐	☒	☐
Hunting	☒	☐	☐
Motorcycle Use	☐	☐	☒
Motorized Use Generally	☒	☐	☐
Mountain Biking	☐	☒	☐
OHV Touring Part of the proposed Paunsagunt trail	☒	☐	☐
Parking Area / Trailhead	☒	☐	☐
River and Stream Access / Put In-Out	☒	☐	☐
Rockhounding	☐	☐	☒
Shooting	☐	☒	☐
Snowmobile	☐	☒	☐
Staging Area	☐	☒	☐
SUV Touring	☒	☐	☐
Trailheads	☒	☐	☐
Unauthorized Geocaching	☐	☐	☒
Vistas, Sightseeing, Photography	☒	☐	☐
Wildlife Watching	☒	☐	☐
High use (summer or winter); part of summer loop route; part of designated route system; no alternate route to destination or 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

Opportunities / Recommendations:

☐ Close ☐ Limit* ☒ Open*

☒ Open to All Uses

☒ Maintenance Recommendations: Improve drainage and stream crossings

*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: 30088

PS30088

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☒ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 1.129779 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:
Route Origin: Historic route- around 1876

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
Township and Range: T.36S R.4W S.15
Trail Number (if any): 33001

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?	Yes
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
Administrative Uses	Administrative Site	☒	☐	☐
Commercial Ranching Facility	Cattleguard	☒	☐	☐
Commercial Ranching Facility	Fence	☒	☐	☐
Commercial Ranching Facility	Pond, Reservoir	☒	☐	☐
Lands / Special Uses	Route provides access for recreation or non-recreation special uses	☒	☐	☐
Lands / Special Uses	Route provides access to private or other agency land	☒	☐	☐
Lands / Special Uses	Necessary route			
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 specifically assists in fuels management	☒	☐	☐
Vegetation (Timber and Fuels) - Sales and Management	Necessary route, possible haul route, long term needed			
Wildland Fire	Route provides access to legal water sources	☒	☐	☐
Wildland Fire	Route serves as a main access for firefighting	☒	☐	☐
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	Necessary road, long term needed
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	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 5
Riparian (MIS)	9A - Riparian Management
Riparian (MIS)	Proximate (within 1/2 mile)
Wash	Cross
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Antelope	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
Wild Turkey (MIS)	High Summer Range
Other Wildlife	Other Utah Prairie Dogs Wildlife Botany: UTAH PRAIRIE DOG HABITAT

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	☒	☐	☐
The route is a primary recreation access route, a designated system route, or a route with pending designation status (ie. Markagunt & High Desert trails?) Motorized	☒	☐	☐
ATV Use	☒	☐	☐
Camping - Primitive	☒	☐	☐
Dispersed Camping Site	☒	☐	☐
Equestrian	☐	☒	☐
Hunting	☐	☒	☐
Motorized Use Generally	☐	☒	☐
Mountain Biking	☐	☒	☐
OHV Touring Part of proposed Paunsagunt trail	☒	☐	☐
Special Recreation Use Permits	☒	☐	☐
Staging Area	☒	☐	☐
SUV Touring	☐	☒	☐
Vistas, Sightseeing, Photography	☒	☐	☐
Wildlife Watching Medium to heavy (summer or winter use)	☒	☐	☐

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

Opportunities / Recommendations:

☐ 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: 30088A

PS30088A

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☒ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 1.722589 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:
Route Origin: Historic route- around 1876

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District Staff	Open	Open under all alternatives to provide access if 31172 is closed.

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
Township and Range: T.36S R.4W S.15
Trail Number (if any): 33001

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?	Yes
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
Administrative Uses	Administrative Site	☒	☐	☐
Commercial Ranching Facility	Cattleguard	☒	☐	☐
Commercial Ranching Facility	Fence	☒	☐	☐
Commercial Ranching Facility	Pond, Reservoir	☒	☐	☐
Lands / Special Uses	Route provides access for recreation or non-recreation special uses	☒	☐	☐
Lands / Special Uses	Route provides access to private or other agency land	☒	☐	☐
Lands / Special Uses	Necessary route			
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 specifically assists in fuels management	☒	☐	☐
Vegetation (Timber and Fuels) - Sales and Management	Necessary route, possible haul route, long term needed			
Wildland Fire	Route provides access to legal water sources	☒	☐	☐
Wildland Fire	Route serves as a main access for firefighting	☒	☐	☐
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	Necessary road, long term needed
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	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 5
Riparian (MIS)	9A - Riparian Management
Riparian (MIS)	Proximate (within 1/2 mile)
Wash	Cross
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Antelope	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
Wild Turkey (MIS)	High Summer Range
Other Wildlife	Other Utah Prairie Dogs Wildlife Botany: UTAH PRAIRIE DOG HABITAT

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	☒	☐	☐
The route is a primary recreation access route, a designated system route, or a route with pending designation status (ie. Markagunt & High Desert trails?) Motorized	☒	☐	☐
ATV Use	☒	☐	☐
Camping - Primitive	☒	☐	☐
Dispersed Camping Site	☒	☐	☐
Equestrian	☐	☒	☐
Hunting	☐	☒	☐
Motorized Use Generally	☐	☒	☐
Mountain Biking	☐	☒	☐
OHV Touring Part of proposed Paunsagunt trail	☒	☐	☐
Special Recreation Use Permits	☒	☐	☐
Staging Area	☒	☐	☐
SUV Touring	☐	☒	☐
Vistas, Sightseeing, Photography	☒	☐	☐
Wildlife Watching Medium to heavy (summer or winter use)	☒	☐	☐

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

Opportunities / Recommendations:

☐ 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: 30088B

PS30088B

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☒ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 4.397407 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:
Route Origin: Historic route- around 1876

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
Township and Range: T.36S R.4W S.15
Trail Number (if any): 33001

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?	Yes
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
Administrative Uses	Administrative Site	☒	☐	☐
Commercial Ranching Facility	Cattleguard	☒	☐	☐
Commercial Ranching Facility	Fence	☒	☐	☐
Commercial Ranching Facility	Pond, Reservoir	☒	☐	☐
Lands / Special Uses	Route provides access for recreation or non-recreation special uses	☒	☐	☐
Lands / Special Uses	Route provides access to private or other agency land	☒	☐	☐
Lands / Special Uses	Necessary route			
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 specifically assists in fuels management	☒	☐	☐
Vegetation (Timber and Fuels) - Sales and Management	Necessary route, possible haul route, long term needed			
Wildland Fire	Route provides access to legal water sources	☒	☐	☐
Wildland Fire	Route serves as a main access for firefighting	☒	☐	☐
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	Necessary road, long term needed
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	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 5
Riparian (MIS)	9A - Riparian Management
Riparian (MIS)	Proximate (within 1/2 mile)
Wash	Cross
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Antelope	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
Wild Turkey (MIS)	High Summer Range
Other Wildlife	Other Utah Prairie Dogs Wildlife Botany: UTAH PRAIRIE DOG HABITAT

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	☒	☐	☐
The route is a primary recreation access route, a designated system route, or a route with pending designation status (ie. Markagunt & High Desert trails?) Motorized	☒	☐	☐
ATV Use	☒	☐	☐
Camping - Primitive	☒	☐	☐
Dispersed Camping Site	☒	☐	☐
Equestrian	☐	☒	☐
Hunting	☐	☒	☐
Motorized Use Generally	☐	☒	☐
Mountain Biking	☐	☒	☐
OHV Touring Part of proposed Paunsagunt trail	☒	☐	☐
Special Recreation Use Permits	☒	☐	☐
Staging Area	☒	☐	☐
SUV Touring	☐	☒	☐
Vistas, Sightseeing, Photography	☒	☐	☐
Wildlife Watching Medium to heavy (summer or winter use)	☒	☐	☐

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

Opportunities / Recommendations:

☐ 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: 30089

PS30089

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.2372746 miles
☒ Evidence of Construction: Graded ☐ 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:

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
Township and Range: T.36S R.4W S.15

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
Administrative Uses	Administrative Site	☒	☐	☐
Commercial Ranching Facility	Cattleguard	☒	☐	☐
Commercial Ranching Facility	Fence	☒	☐	☐

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
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	In or Through Brood Rearing Area

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? **No**

Route Redundancy

Can the commercial or private-property 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
Other	No

Opportunities / Recommendations:

☐ 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

*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: 30090

PS30090

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 1.763929 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:

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
Township and Range: T.36S R.3W S.19
Trail Number (if any): 33001

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?	Yes
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
Commercial Ranching Facility	Cattleguard	☒	☐	☐
Commercial Ranching Facility	Fence	☒	☐	☐
Commercial Ranching Facility	Pond, Reservoir	☒	☐	☐
Lands / Special Uses	Route provides access for recreation or non-recreation special uses	☒	☐	☐
Lands / Special Uses	Route provides access to private or other agency land	☒	☐	☐
Lands / Special Uses	Necessary route			
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 specifically assists in fuels management	☒	☐	☐
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	☒	☐	☐
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	Necessary road, long term needed
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	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 2
Wash	In
Wash	Cross
Wash	Proximate
Soils	Route Subject to Erosion Concerns
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)
Wild Turkey (MIS)	High Summer Range
	Wildlife Botany: UPD AND PRONGHORN HABITAT

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	☒	☐	☐
The route is a primary recreation access route, a designated system route, or a route with pending designation status (ie. Markagunt & High Desert trails?) Motorized	☒	☐	☐
ATV Use	☒	☐	☐
Camping - Primitive	☒	☐	☐
Commercial Recreation Permit	☒	☐	☐
Dispersed Camping Site	☒	☐	☐
Equestrian	☐	☒	☐
Hiking	☐	☐	☒
Hunting	☐	☒	☐
Motorized Use Generally	☐	☒	☐
Mountain Biking	☐	☒	☐
OHV Touring Part of the proposed Paunsagunt trail	☒	☐	☐
Wildlife Watching Medium to heavy (summer or winter use)	☐	☒	☐

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

Opportunities / Recommendations:

☐ 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: 30090A

PS30090A

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.3543469 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: this is a constructed and engineered road.

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District Staff	Open	This is a main access for recreation and administration-needs to be open under all alternatives.

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
Township and Range: T.36S R.3W S.19
Trail Number (if any): 33001

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?	Yes
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
Commercial Ranching Facility	Cattleguard	☒	☐	☐
Commercial Ranching Facility	Fence	☒	☐	☐
Commercial Ranching Facility	Pond, Reservoir	☒	☐	☐
Lands / Special Uses	Route provides access for recreation or non-recreation special uses	☒	☐	☐
Lands / Special Uses	Route provides access to private or other agency land	☒	☐	☐
Lands / Special Uses	Necessary route			
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 specifically assists in fuels management	☒	☐	☐
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	☒	☐	☐
Wildland Fire	Provides convenient access only			

This is a constructed and engineered road.

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	Necessary road, long term needed
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	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 2
Wash	Cross
Wash	Proximate
Soils	Route Subject to Erosion Concerns
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)
Wild Turkey (MIS)	High Summer Range
	Wildlife Botany: UPD AND PRONGHORN HABITAT

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	☒	☐	☐
The route is a primary recreation access route, a designated system route, or a route with pending designation status (ie. Markagunt & High Desert trails?) Motorized	☒	☐	☐
ATV Use	☒	☐	☐
Camping - Primitive	☒	☐	☐
Commercial Recreation Permit	☒	☐	☐
Dispersed Camping Site	☒	☐	☐
Equestrian	☐	☒	☐
Hiking	☐	☐	☒
Hunting	☐	☒	☐
Motorized Use Generally	☐	☒	☐
Mountain Biking	☐	☒	☐
OHV Touring Part of the proposed Paunsagunt trail	☒	☐	☐
Wildlife Watching Medium to heavy (summer or winter use)	☐	☒	☐

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

Opportunities / Recommendations:

☐ 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: 30091

PS30091

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 9.561494 miles
☒ Evidence of Construction: Graded in places ☒ Dual Track Use Level: High
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☒ Infrequently Maintained
☐ Maintained in Past

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

Additional Information: Route designation applies only to those portions of the route located on public land.
Route Origin: Historic road- around 1900

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
Township and Range: T.36S R.4W S.3

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?	Yes
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
Administrative Uses	Administrative Site	☒	☐	☐
Administrative Uses	Compliance/Enforcement	☒	☐	☐
Commercial Ranching Facility	Cattleguard	☒	☐	☐
Commercial Ranching Facility	Fence	☒	☐	☐
Commercial Ranching Facility	Gate	☒	☐	☐
Lands / Special Uses	Route provides access for recreation or non-recreation special uses	☒	☐	☐
Lands / Special Uses	Route provides access to private or other agency land	☒	☐	☐
Lands / Special Uses	Necessary route			
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	Not needed for 20-30 years but leave prism			
Wildland Fire	Route provides access to repeaters, weather stations, look-outs, etc	☒	☐	☐
Wildland Fire	Route serves as a main access for firefighting	☒	☐	☐
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	Necessary road, long term needed
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).
Riparian (MIS)	9A - Riparian Management
Riparian (MIS)	Proximate (within 1/2 mile)
Riparian (MIS)	Cross
Wash	Cross
Wash	Proximate
Soils	Route Subject to Erosion Concerns
	Engineering: WEST SIDE ROAD; Wildlife Botany: UPD HABITAT / PRONGHORN

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	☒	☐	☐
The route is a primary recreation access route, a designated system route, or a route with pending designation status (ie. Markagunt & High Desert trails?) Motorized	☒	☐	☐
ATV Load/Unload	☒	☐	☐
ATV Use	☒	☐	☐
Birding	☐	☒	☐
Boating	☒	☐	☐
Boating and Water Access	☒	☐	☐
Camping - Developed	☒	☐	☐
Camping - Primitive	☒	☐	☐
Commercial Recreation Permit	☒	☐	☐
Dispersed Camping Site	☒	☐	☐
Equestrian	☐	☒	☐
Family Camp/ Group Camp	☒	☐	☐
Fishing	☒	☐	☐
Hiking	☐	☒	☐
Hunting	☒	☐	☐
Motorcycle Use	☐	☐	☒
Mountain Biking	☐	☒	☐
OHV Touring Part of the Paunsagunt and Fremont trails	☒	☐	☐
Parking Area	☒	☐	☐
Parking Area / Trailhead	☒	☐	☐
Public Use Site Access / Interpretative Panel	☒	☐	☐
River and Stream Access / Put In-Out	☒	☐	☐
Snowmobile	☐	☒	☐
SUV Touring	☒	☐	☐
Vistas, Sightseeing, Photography	☒	☐	☐
Wildlife Watching	☒	☐	☐
High use (summer or winter); part of summer loop route; part of designated route system; no alternate route to destination or 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

Opportunities / Recommendations:

☐ Close ☐ Limit* ☒ Open*

☒ Open to All Uses

☒ Maintenance Recommendations: Improve drainage and stream crossings

*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: 30091A

PS30091A

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 1.112064 miles
☒ Evidence of Construction: Graded in places ☒ Dual Track Use Level: High
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☒ Infrequently Maintained
☐ Maintained in Past

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

Additional Information: Route designation applies only to those portions of the route located on public land.
Route Origin: Historic road- around 1900

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District Staff	Closed	this route is already closed

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
Township and Range: T.36S R.4W S.3

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?	Yes
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
Administrative Uses	Administrative Site	☒	☐	☐
Administrative Uses	Compliance/Enforcement	☒	☐	☐
Commercial Ranching Facility	Cattleguard	☒	☐	☐
Commercial Ranching Facility	Fence	☒	☐	☐
Commercial Ranching Facility	Gate	☒	☐	☐
Lands / Special Uses	Route provides access for recreation or non-recreation special uses	☒	☐	☐
Lands / Special Uses	Route provides access to private or other agency land	☒	☐	☐
Lands / Special Uses	Necessary route			
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	Not needed for 20-30 years but leave prism			
Wildland Fire	Route provides access to repeaters, weather stations, look-outs, etc	☒	☐	☐
Wildland Fire	Route serves as a main access for firefighting	☒	☐	☐
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	Necessary road, long term needed
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).
Riparian (MIS)	9A - Riparian Management
Riparian (MIS)	Proximate (within 1/2 mile)
Riparian (MIS)	Cross
Wash	Cross
Wash	Proximate
Soils	Route Subject to Erosion Concerns
	Engineering: WEST SIDE ROAD; Wildlife Botany: UPD HABITAT / PRONGHORN

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	☒	☐	☐
The route is a primary recreation access route, a designated system route, or a route with pending designation status (ie. Markagunt & High Desert trails?) Motorized	☒	☐	☐
ATV Load/Unload	☒	☐	☐
ATV Use	☒	☐	☐
Birding	☐	☒	☐
Boating	☒	☐	☐
Boating and Water Access	☒	☐	☐
Camping - Developed	☒	☐	☐
Camping - Primitive	☒	☐	☐
Commercial Recreation Permit	☒	☐	☐
Dispersed Camping Site	☒	☐	☐
Equestrian	☐	☒	☐
Family Camp/ Group Camp	☒	☐	☐
Fishing	☒	☐	☐
Hiking	☐	☒	☐
Hunting	☒	☐	☐
Motorcycle Use	☐	☐	☒
Mountain Biking	☐	☒	☐
OHV Touring Part of the Paunsagunt and Fremont trails	☒	☐	☐
Parking Area	☒	☐	☐
Parking Area / Trailhead	☒	☐	☐
Public Use Site Access / Interpretative Panel	☒	☐	☐
River and Stream Access / Put In-Out	☒	☐	☐
Snowmobile	☐	☒	☐
SUV Touring	☒	☐	☐
Vistas, Sightseeing, Photography	☒	☐	☐
Wildlife Watching	☒	☐	☐
High use (summer or winter); part of summer loop route; part of designated route system; no alternate route to destination or 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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: 30091B

PS30091B

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.2804233 miles
☒ Evidence of Construction: Graded in places ☒ Dual Track Use Level: High
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☒ Infrequently Maintained
☐ Maintained in Past

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

Additional Information: Route designation applies only to those portions of the route located on public land.
Route Origin: Historic road- around 1900

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District Staff	Closed	Close to protect resources.

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
Township and Range: T.36S R.4W S.3

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?	Yes
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
Administrative Uses	Administrative Site	☒	☐	☐
Administrative Uses	Compliance/Enforcement	☒	☐	☐
Commercial Ranching Facility	Cattleguard	☒	☐	☐
Commercial Ranching Facility	Fence	☒	☐	☐
Commercial Ranching Facility	Gate	☒	☐	☐
Lands / Special Uses	Route provides access for recreation or non-recreation special uses	☒	☐	☐
Lands / Special Uses	Route provides access to private or other agency land	☒	☐	☐
Lands / Special Uses	Necessary route			
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	Not needed for 20-30 years but leave prism			
Wildland Fire	Route provides access to repeaters, weather stations, look-outs, etc	☒	☐	☐
Wildland Fire	Route serves as a main access for firefighting	☒	☐	☐
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	Necessary road, long term needed
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).
Riparian (MIS)	9A - Riparian Management
Riparian (MIS)	Proximate (within 1/2 mile)
Riparian (MIS)	Cross
Wash	Cross
Wash	Proximate
Soils	Route Subject to Erosion Concerns
	Engineering: WEST SIDE ROAD; Wildlife Botany: UPD HABITAT / PRONGHORN

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	☒	☐	☐
The route is a primary recreation access route, a designated system route, or a route with pending designation status (ie. Markagunt & High Desert trails?) Motorized	☒	☐	☐
ATV Load/Unload	☒	☐	☐
ATV Use	☒	☐	☐
Birding	☐	☒	☐
Boating	☒	☐	☐
Boating and Water Access	☒	☐	☐
Camping - Developed	☒	☐	☐
Camping - Primitive	☒	☐	☐
Commercial Recreation Permit	☒	☐	☐
Dispersed Camping Site	☒	☐	☐
Equestrian	☐	☒	☐
Family Camp/ Group Camp	☒	☐	☐
Fishing	☒	☐	☐
Hiking	☐	☒	☐
Hunting	☒	☐	☐
Motorcycle Use	☐	☐	☒
Mountain Biking	☐	☒	☐
OHV Touring Part of the Paunsagunt and Fremont trails	☒	☐	☐
Parking Area	☒	☐	☐
Parking Area / Trailhead	☒	☐	☐
Public Use Site Access / Interpretative Panel	☒	☐	☐
River and Stream Access / Put In-Out	☒	☐	☐
Snowmobile	☐	☒	☐
SUV Touring	☒	☐	☐
Vistas, Sightseeing, Photography	☒	☐	☐
Wildlife Watching	☒	☐	☐
High use (summer or winter); part of summer loop route; part of designated route system; no alternate route to destination or 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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: 30091C

PS30091C

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.184579 miles
☒ Evidence of Construction: Graded in places ☒ Dual Track Use Level: High
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☒ Infrequently Maintained
☐ Maintained in Past

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

Additional Information: Route designation applies only to those portions of the route located on public land.
Route Origin: Historic road- around 1900

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District Staff	Closed	close to all uses

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
Township and Range: T.36S R.4W S.3

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?	Yes
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
Administrative Uses	Administrative Site	☒	☐	☐
Administrative Uses	Compliance/Enforcement	☒	☐	☐
Commercial Ranching Facility	Cattleguard	☒	☐	☐
Commercial Ranching Facility	Fence	☒	☐	☐
Commercial Ranching Facility	Gate	☒	☐	☐
Lands / Special Uses	Route provides access for recreation or non-recreation special uses	☒	☐	☐
Lands / Special Uses	Route provides access to private or other agency land	☒	☐	☐
Lands / Special Uses	Necessary route			
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	Not needed for 20-30 years but leave prism			
Wildland Fire	Route provides access to repeaters, weather stations, look-outs, etc	☒	☐	☐
Wildland Fire	Route serves as a main access for firefighting	☒	☐	☐
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	Necessary road, long term needed
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).
Riparian (MIS)	9A - Riparian Management
Riparian (MIS)	Proximate (within 1/2 mile)
Riparian (MIS)	Cross
Wash	Cross
Wash	Proximate
Soils	Route Subject to Erosion Concerns
	Engineering: WEST SIDE ROAD; Wildlife Botany: UPD HABITAT / PRONGHORN

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	☒	☐	☐
The route is a primary recreation access route, a designated system route, or a route with pending designation status (ie. Markagunt & High Desert trails?) Motorized	☒	☐	☐
ATV Load/Unload	☒	☐	☐
ATV Use	☒	☐	☐
Birding	☐	☒	☐
Boating	☒	☐	☐
Boating and Water Access	☒	☐	☐
Camping - Developed	☒	☐	☐
Camping - Primitive	☒	☐	☐
Commercial Recreation Permit	☒	☐	☐
Dispersed Camping Site	☒	☐	☐
Equestrian	☐	☒	☐
Family Camp/ Group Camp	☒	☐	☐
Fishing	☒	☐	☐
Hiking	☐	☒	☐
Hunting	☒	☐	☐
Motorcycle Use	☐	☐	☒
Mountain Biking	☐	☒	☐
OHV Touring Part of the Paunsagunt and Fremont trails	☒	☐	☐
Parking Area	☒	☐	☐
Parking Area / Trailhead	☒	☐	☐
Public Use Site Access / Interpretative Panel	☒	☐	☐
River and Stream Access / Put In-Out	☒	☐	☐
Snowmobile	☐	☒	☐
SUV Touring	☒	☐	☐
Vistas, Sightseeing, Photography	☒	☐	☐
Wildlife Watching	☒	☐	☐
High use (summer or winter); part of summer loop route; part of designated route system; no alternate route to destination or 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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: 30092

PS30092

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

☒ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 8.807055 miles
☒ Evidence of Construction: Graded ☐ 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: Route designation applies only to those portions of the route located on public land.

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District Staff	Open	open to all uses

Maintenance Level: 3 - SUITABLE FOR PASSENGER CARS
Township and Range: T.38S R.4.5W S.26
Trail Number (if any): 33001

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
Commercial Ranching Facility	Fence	☒	☐	☐
Commercial Ranching Facility	Pond, Reservoir	☒	☐	☐
Lands / Special Uses	Route provides access to private or other agency land	☒	☐	☐
Lands / Special Uses	Necessary route			
Private Property	Access	☒	☐	☐
Range	Road accesses permitee camps, water developments, or other improvements	☒	☐	☐
Range	Route has noxious weed issues	☒	☐	☐
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 specifically assists in fuels management	☒	☐	☐
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	☒	☐	☐
Wildland Fire	Route serves as an escape route for Wildland Urban Interface	☒	☐	☐
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	The route is substantially brushed in, in very poor condition or a particular burden for maintenance
Engineering	The route is the cause of safety concerns
Engineering	Necessary road, long term needed
Hydrology	Route impacts channels, floodplains, wetlands or riparian areas
Hydrology	Route contributes to erosion or slope failure
Hydrology	High risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Back Country Proposal (Forest Plan Revision)	Impacts Back Country Proposal
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 20
Riparian (MIS)	9A - Riparian Management
Riparian (MIS)	In, Along (within the banks or high water mark)
Riparian (MIS)	Proximate (within 1/2 mile)
Riparian (MIS)	Cross
Wash	In
Wash	Cross
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Elk (MIS)	Substantial Year-Long Range
Goshawk (MIS) (TES)	In or Through Post Fledgling Area
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Year-Long Range
Wild Turkey (MIS)	High Summer Range
	Engineering: CRAWFORD ROAD; Wildlife Botany: MULE DEER HABITAT

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	☒	☐	☐
The route is a primary recreation access route, a designated system route, or a route with pending designation status (ie. Markagunt & High Desert trails?) Motorized	☒	☐	☐
There is social conflict associated with this route (ie. Motorized vs non motorized)	☒	☐	☐
ATV Use	☒	☐	☐
Camping - Primitive	☒	☐	☐
Dispersed Camping Site	☒	☐	☐
Equestrian	☐	☒	☐
Hiking	☐	☒	☐
Hunting	☐	☒	☐
Motorized Use Generally	☐	☒	☐
Staging Area	☒	☐	☐
SUV Touring	☐	☐	☒
Trailheads	☒	☐	☐
Vistas, Sightseeing, Photography	☐	☒	☐
Wildlife Watching	☐	☒	☐

Medium to heavy (summer or winter use)

Recreation: PRIVATE LAND INFLUENCES ACCESS

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	Yes
Public Uses	Yes
Other	No

Opportunities / Recommendations:

☐ 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: 30092A

PS30092A

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

☒ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 2.060535 miles
☒ Evidence of Construction: Graded ☐ 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: Route designation applies only to those portions of the route located on public land.

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District Staff	Open	open to all uses

Maintenance Level: 3 - SUITABLE FOR PASSENGER CARS
Township and Range: T.38S R.4.5W S.26
Trail Number (if any): 33001

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
Commercial Ranching Facility	Fence	☒	☐	☐
Commercial Ranching Facility	Pond, Reservoir	☒	☐	☐
Lands / Special Uses	Route provides access to private or other agency land	☒	☐	☐
Lands / Special Uses	Necessary route			
Private Property	Access	☒	☐	☐
Range	Road accesses permitee camps, water developments, or other improvements	☒	☐	☐
Range	Route has noxious weed issues	☒	☐	☐
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 specifically assists in fuels management	☒	☐	☐
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	☒	☐	☐
Wildland Fire	Route serves as an escape route for Wildland Urban Interface	☒	☐	☐
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	The route is substantially brushed in, in very poor condition or a particular burden for maintenance
Engineering	The route is the cause of safety concerns
Engineering	Necessary road, long term needed
Hydrology	Route impacts channels, floodplains, wetlands or riparian areas
Hydrology	Route contributes to erosion or slope failure
Hydrology	High risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Back Country Proposal (Forest Plan Revision)	Impacts Back Country Proposal
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 20
Riparian (MIS)	9A - Riparian Management
Riparian (MIS)	In, Along (within the banks or high water mark)
Riparian (MIS)	Proximate (within 1/2 mile)
Riparian (MIS)	Cross
Wash	In
Wash	Cross
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Elk (MIS)	Substantial Year-Long Range
Goshawk (MIS) (TES)	In or Through Post Fledgling Area
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Year-Long Range
Wild Turkey (MIS)	High Summer Range
	Engineering: CRAWFORD ROAD; Wildlife Botany: MULE DEER HABITAT

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	☒	☐	☐
The route is a primary recreation access route, a designated system route, or a route with pending designation status (ie. Markagunt & High Desert trails?) Motorized	☒	☐	☐
There is social conflict associated with this route (ie. Motorized vs non motorized)	☒	☐	☐
ATV Use	☒	☐	☐
Camping - Primitive	☒	☐	☐
Dispersed Camping Site	☒	☐	☐
Equestrian	☐	☒	☐
Hiking	☐	☒	☐
Hunting	☐	☒	☐
Motorized Use Generally	☐	☒	☐
Staging Area	☒	☐	☐
SUV Touring	☐	☐	☒
Trailheads	☒	☐	☐
Vistas, Sightseeing, Photography	☐	☒	☐
Wildlife Watching	☐	☒	☐

Medium to heavy (summer or winter use)

Recreation: PRIVATE LAND INFLUENCES ACCESS

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	Yes
Public Uses	Yes
Other	No

Opportunities / Recommendations:

☐ 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: 30092B

PS30092B

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

☒ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.4767634 miles
☒ Evidence of Construction: Graded ☐ 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: Route designation applies only to those portions of the route located on public land.

Maintenance Level: 3 - SUITABLE FOR PASSENGER CARS
Township and Range: T.38S R.4.5W S.26
Trail Number (if any): 33001

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
Commercial Ranching Facility	Fence	☒	☐	☐
Commercial Ranching Facility	Pond, Reservoir	☒	☐	☐
Lands / Special Uses	Route provides access to private or other agency land	☒	☐	☐
Lands / Special Uses	Necessary route			
Private Property	Access	☒	☐	☐
Range	Road accesses permitee camps, water developments, or other improvements	☒	☐	☐
Range	Route has noxious weed issues	☒	☐	☐
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 specifically assists in fuels management	☒	☐	☐
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	☒	☐	☐
Wildland Fire	Route serves as an escape route for Wildland Urban Interface	☒	☐	☐
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	The route is substantially brushed in, in very poor condition or a particular burden for maintenance
Engineering	The route is the cause of safety concerns
Engineering	Necessary road, long term needed
Hydrology	Route impacts channels, floodplains, wetlands or riparian areas
Hydrology	Route contributes to erosion or slope failure
Hydrology	High risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Back Country Proposal (Forest Plan Revision)	Impacts Back Country Proposal
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 20
Riparian (MIS)	9A - Riparian Management
Riparian (MIS)	In, Along (within the banks or high water mark)
Riparian (MIS)	Proximate (within 1/2 mile)
Riparian (MIS)	Cross
Wash	In
Wash	Cross
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Elk (MIS)	Substantial Year-Long Range
Goshawk (MIS) (TES)	In or Through Post Fledgling Area
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Year-Long Range
Wild Turkey (MIS)	High Summer Range
	Engineering: CRAWFORD ROAD; Wildlife Botany: MULE DEER HABITAT

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	☒	☐	☐
The route is a primary recreation access route, a designated system route, or a route with pending designation status (ie. Markagunt & High Desert trails?) Motorized	☒	☐	☐
There is social conflict associated with this route (ie. Motorized vs non motorized)	☒	☐	☐
ATV Use	☒	☐	☐
Camping - Primitive	☒	☐	☐
Dispersed Camping Site	☒	☐	☐
Equestrian	☐	☒	☐
Hiking	☐	☒	☐
Hunting	☐	☒	☐
Motorized Use Generally	☐	☒	☐
Staging Area	☒	☐	☐
SUV Touring	☐	☐	☒
Trailheads	☒	☐	☐
Vistas, Sightseeing, Photography	☐	☒	☐
Wildlife Watching	☐	☒	☐

Medium to heavy (summer or winter use)

Recreation: PRIVATE LAND INFLUENCES ACCESS

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	Yes
Public Uses	Yes
Other	No

Opportunities / Recommendations:

☐ Close ☒ Limit* ☐ Open*

☒ Limits:

☒ 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

*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: 30094

PS30094

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 2.58459 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.39S R.5W S.19
Trail Number (if any): 33066

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
Commercial Ranching Facility	Fence	☒	☐	☐
Commercial Ranching Facility	Gate	☒	☐	☐
Commercial Ranching Facility	Pond, Reservoir	☒	☐	☐
Commercial Ranching Facility	Range Pipeline	☒	☐	☐
Commercial Ranching Facility	Spring Head Works	☒	☐	☐
Lands / Special Uses	Route provides convenient access			
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	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**

Resource/Concern	Specifically
Engineering	The route is substantially brushed in, in very poor condition or a particular burden for maintenance
Engineering	The route is the cause of safety concerns
Engineering	Necessary road, long term needed
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	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 6
Wash	Cross
Wash	Proximate
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: MULE DEER HABITAT

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 provides an opportunity to improve a trail system (motorized or non-motorized) or other recreational activity	☒	☐	☐
There is social conflict associated with this route (ie. Motorized vs non motorized)	☒	☐	☐
Equestrian	☐	☒	☐
Hiking	☐	☒	☐
Hunting	☐	☒	☐
Vistas, Sightseeing, Photography	☐	☒	☐
Wildlife Watching	☐	☒	☐
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

Opportunities / Recommendations:

☐ 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: 30094A

PS30094A

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 1.006403 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.39S R.5W S.19
Trail Number (if any): 33066

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
Commercial Ranching Facility	Fence	☒	☐	☐
Commercial Ranching Facility	Gate	☒	☐	☐
Commercial Ranching Facility	Pond, Reservoir	☒	☐	☐
Commercial Ranching Facility	Range Pipeline	☒	☐	☐
Commercial Ranching Facility	Spring Head Works	☒	☐	☐
Lands / Special Uses	Route provides convenient access			
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	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**

Resource/Concern	Specifically
Engineering	The route is substantially brushed in, in very poor condition or a particular burden for maintenance
Engineering	The route is the cause of safety concerns
Engineering	Necessary road, long term needed
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	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 6
Wash	Cross
Wash	Proximate
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: MULE DEER HABITAT

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 provides an opportunity to improve a trail system (motorized or non-motorized) or other recreational activity	☒	☐	☐
There is social conflict associated with this route (ie. Motorized vs non motorized)	☒	☐	☐
Equestrian	☐	☒	☐
Hiking	☐	☒	☐
Hunting	☐	☒	☐
Vistas, Sightseeing, Photography	☐	☒	☐
Wildlife Watching	☐	☒	☐
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

Opportunities / Recommendations:

☐ 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: 30094B

PS30094B

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.5619586 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.39S R.5W S.19
Trail Number (if any): 33066

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
Commercial Ranching Facility	Fence	☒	☐	☐
Commercial Ranching Facility	Gate	☒	☐	☐
Commercial Ranching Facility	Pond, Reservoir	☒	☐	☐
Commercial Ranching Facility	Range Pipeline	☒	☐	☐
Commercial Ranching Facility	Spring Head Works	☒	☐	☐
Lands / Special Uses	Route provides convenient access			
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	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**

Resource/Concern	Specifically
Engineering	The route is substantially brushed in, in very poor condition or a particular burden for maintenance
Engineering	The route is the cause of safety concerns
Engineering	Necessary road, long term needed
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	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 6
Wash	Cross
Wash	Proximate
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: MULE DEER HABITAT

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 provides an opportunity to improve a trail system (motorized or non-motorized) or other recreational activity	☒	☐	☐
There is social conflict associated with this route (ie. Motorized vs non motorized)	☒	☐	☐
Equestrian	☐	☒	☐
Hiking	☐	☒	☐
Hunting	☐	☒	☐
Vistas, Sightseeing, Photography	☐	☒	☐
Wildlife Watching	☐	☒	☐
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

Opportunities / Recommendations:

☐ 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: 30096

PS30096

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 1.220425 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: :NPS

Additional Information:

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
Township and Range: T.36S R.4W S.35

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
Commercial Ranching Facility	Fence	☐	☒	☐
Commercial Ranching Facility	Gate	☒	☐	☐
Lands / Special Uses	Route provides access to private or other agency land	☒	☐	☐
Lands / Special Uses	Necessary route			
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	☒	☐	☐
Vegetation (Timber and Fuels) - Sales and Management	Route specifically assists in fuels management	☒	☐	☐
Vegetation (Timber and Fuels) - Sales and Management	Necessary route, possible haul route, long term needed			
Wildland Fire	Route provides access to legal water sources	☒	☐	☐
Wildland Fire	Route serves as an escape route for Wildland Urban Interface	☒	☐	☐
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	Necessary road, long term needed
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).
Streams and Lakes	Within 200' of Stream(s)
Wash	Proximate
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)
Wild Turkey (MIS)	High Summer Range
	Engineering: EAST CREEK; Wildlife Botany: UPD HABITAT / PRONGHORN

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	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☐ 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: 30098

PS30098

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

☒ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☐ Other: ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 7.762866 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: :NPS

Additional Information:

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District Staff	Mitigate Open	route needs to be open.

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
Township and Range: T.37S R.4W S.12
Trail Number (if any): 33001

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?	Yes
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
Commercial Ranching Facility	Fence	☒	☐	☐
Lands / Special Uses	Route provides convenient access			
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 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	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**

Resource/Concern	Specifically
Engineering	Route is duplicated within 0.5 mile
Engineering	Necessary road, long term needed
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	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 6
Riparian (MIS)	9A - Riparian Management
Riparian (MIS)	Proximate (within 1/2 mile)
Riparian (MIS)	Cross
Wash	Cross
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer Range

Engineering: EAST SIDE ROAD; Wildlife Botany: MULE DEER HABITAT / WILD TURKEY BROOD REARING

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 provides an opportunity to improve a trail system (motorized or non-motorized) or other recreational activity	☒	☐	☐
The route is a primary recreation access route, a designated system route, or a route with pending designation status (ie. Markagunt & High Desert trails?) Motorized	☒	☐	☐
ATV Use	☒	☐	☐
Camping - Primitive	☒	☐	☐
Dispersed Camping Site	☒	☐	☐
Equestrian	☐	☒	☐
Hunting	☒	☐	☐
Motorized Use Generally	☐	☒	☐
OHV Touring Part of the Paunsagunt trail.	☒	☐	☐
Vistas, Sightseeing, Photography	☐	☒	☐
Wildlife Watching Medium to heavy (summer or winter use)	☐	☒	☐

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

Opportunities / Recommendations:

☐ Close ☐ Limit* ☒ Open*

☒ Open to All Uses

☒ Maintenance Recommendations: Improve drainage and stream crossings.

*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: 30098A

PS30098A

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.3891951 miles
☒ Evidence of Construction: culvert ☒ 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: This route needs to have a unique agency route number assigned to it.

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District Staff	Open	route needs to be open as a connector.

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
Administrative Uses	Other	☒	☐	☐
	Timber			
Commercial Ranching Facility	Fence	☒	☐	☐
Commercial Ranching Facility	Trailing Route	☒	☐	☐

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
Riparian (MIS)	Cross

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	☒	☐	☐
Camping - Primitive	☒	☐	☐
Dispersed Camping Site	☒	☐	☐
OHV Touring	☒	☐	☐
Part of the Paunsagunt trail			

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

Opportunities / Recommendations:

☐ Close ☐ Limit* ☒ Open*

☒ Open to All Uses

☒ Maintenance Recommendations: Improve drainage and stream crossings.

*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: 30099

PS30099

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

☒ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 6.597789 miles
☒ Evidence of Construction: Graded ☐ 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:

Maintenance Level: 3 - SUITABLE FOR PASSENGER CARS
Township and Range: T.38S R.4.5W S.13
Trail Number (if any): 33003

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?	Yes
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
Commercial Ranching Facility	Fence	☒	☐	☐
Commercial Ranching Facility	Spring Head Works	☒	☐	☐
Lands / Special Uses	Route provides convenient access			
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 specifically assists in fuels management	☒	☐	☐
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**

Resource/Concern	Specifically
Engineering	Necessary road, long term needed
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).
Inventoried Roadless Area	In or Through Fishhook
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 7
Riparian (MIS)	9A - Riparian Management
Riparian (MIS)	Proximate (within 1/2 mile)
Riparian (MIS)	Cross
Wash	In
Wash	Cross
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Elk (MIS)	Substantial Year-Long Range
Goshawk (MIS) (TES)	Habitat Summer
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer Range
	Wildlife Botany: ELK/MULE DEER/TURKEY/GOSHAWK SUMMER HABITAT

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	☒	☐	☐
The route is a primary recreation access route, a designated system route, or a route with pending designation status (ie. Markagunt & High Desert trails?) Motorized	☒	☐	☐
ATV Use	☒	☐	☐
Camping - Primitive	☒	☐	☐
Dispersed Camping Site	☒	☐	☐
Equestrian	☐	☒	☐
Hunting	☒	☐	☐
OHV Touring Part of the Paunsagunt	☒	☐	☐
Wildlife Watching Medium to heavy (summer or winter use)	☐	☒	☐

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

Opportunities / Recommendations:

☐ 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: 30099A

PS30099A

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

☒ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.8752553 miles
☒ Evidence of Construction: Graded ☐ 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:

Maintenance Level: 3 - SUITABLE FOR PASSENGER CARS
Township and Range: T.38S R.4.5W S.13
Trail Number (if any): 33003

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?	Yes
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
Commercial Ranching Facility	Fence	☒	☐	☐
Commercial Ranching Facility	Spring Head Works	☒	☐	☐
Lands / Special Uses	Route provides convenient access			
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 specifically assists in fuels management	☒	☐	☐
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**

Resource/Concern	Specifically
Engineering	Necessary road, long term needed
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).
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 7
Riparian (MIS)	9A - Riparian Management
Riparian (MIS)	Proximate (within 1/2 mile)
Riparian (MIS)	Cross
Wash	In
Wash	Cross
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Elk (MIS)	Substantial Year-Long Range
Goshawk (MIS) (TES)	Habitat Summer
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer Range
	Wildlife Botany: ELK/MULE DEER/TURKEY/GOSHAWK SUMMER HABITAT

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	☒	☐	☐
The route is a primary recreation access route, a designated system route, or a route with pending designation status (ie. Markagunt & High Desert trails?) Motorized	☒	☐	☐
ATV Use	☒	☐	☐
Camping - Primitive	☒	☐	☐
Dispersed Camping Site	☒	☐	☐
Equestrian	☐	☒	☐
Hunting	☒	☐	☐
OHV Touring Part of the Paunsagunt	☒	☐	☐
Wildlife Watching Medium to heavy (summer or winter use)	☐	☒	☐

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

Opportunities / Recommendations:

☐ 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: 30099B

PS30099B

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

☒ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.7420754 miles
☒ Evidence of Construction: Graded ☐ 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:

Maintenance Level: 3 - SUITABLE FOR PASSENGER CARS
Township and Range: T.38S R.4.5W S.13
Trail Number (if any): 33003

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?	Yes
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
Commercial Ranching Facility	Fence	☒	☐	☐
Commercial Ranching Facility	Spring Head Works	☒	☐	☐
Lands / Special Uses	Route provides convenient access			
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 specifically assists in fuels management	☒	☐	☐
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**

Resource/Concern	Specifically
Engineering	Necessary road, long term needed
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).
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 7
Riparian (MIS)	9A - Riparian Management
Riparian (MIS)	Proximate (within 1/2 mile)
Riparian (MIS)	Cross
Wash	In
Wash	Cross
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Elk (MIS)	Substantial Year-Long Range
Goshawk (MIS) (TES)	Habitat Summer
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer Range
	Wildlife Botany: ELK/MULE DEER/TURKEY/GOSHAWK SUMMER HABITAT

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	☒	☐	☐
The route is a primary recreation access route, a designated system route, or a route with pending designation status (ie. Markagunt & High Desert trails?) Motorized	☒	☐	☐
ATV Use	☒	☐	☐
Camping - Primitive	☒	☐	☐
Dispersed Camping Site	☒	☐	☐
Equestrian	☐	☒	☐
Hunting	☒	☐	☐
OHV Touring Part of the Paunsagunt	☒	☐	☐
Wildlife Watching Medium to heavy (summer or winter use)	☐	☒	☐

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

Opportunities / Recommendations:

☐ 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: 30100

PS30100

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 2.187735 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:

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
Township and Range: T.36 R.4W S.28

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
Commercial Ranching Facility	Enclosed Tank, Trick Tank	☒	☐	☐
Commercial Ranching Facility	Pond, Reservoir	☒	☐	☐
Commercial Ranching Facility	Tank	☒	☐	☐
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 specifically assists in fuels management	☒	☐	☐
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	☒	☐	☐
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	Necessary road, long term needed
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route has little/no impact on wildlife habitat and/or habitat effectiveness.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 4
Riparian (MIS)	9A - Riparian Management
Riparian (MIS)	Proximate (within 1/2 mile)
Wash	Cross
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
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
Wild Turkey (MIS)	High Summer Range

Engineering: BLUE FLY

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	☒	☐	☐
Equestrian	☐	☐	☒
Hunting	☐	☒	☐
Motorized Use Generally	☐	☒	☐
OHV Touring	☒	☐	☐

Part of the proposed Paunsagunt trail
Medium to heavy (summer or winter use)

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

Opportunities / Recommendations:

☐ Close ☐ Limit* ☒ Open*

☒ Open to All Uses

☒ Maintenance Recommendations: Improve drainage, stream crossings, and prism.

*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: 30100A

PS30100A

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 1.665115 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:

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
Township and Range: T.36 R.4W S.28

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
Commercial Ranching Facility	Enclosed Tank, Trick Tank	☒	☐	☐
Commercial Ranching Facility	Pond, Reservoir	☒	☐	☐
Commercial Ranching Facility	Tank	☒	☐	☐
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 specifically assists in fuels management	☒	☐	☐
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	☒	☐	☐
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	Necessary road, long term needed
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route has little/no impact on wildlife habitat and/or habitat effectiveness.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 4
Riparian (MIS)	9A - Riparian Management
Riparian (MIS)	Proximate (within 1/2 mile)
Wash	Cross
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
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
Wild Turkey (MIS)	High Summer Range

Engineering: BLUE FLY

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	☒	☐	☐
Equestrian	☐	☐	☒
Hunting	☐	☒	☐
Motorized Use Generally	☐	☒	☐
OHV Touring	☒	☐	☐

Part of the proposed Paunsagunt trail
Medium to heavy (summer or winter use)

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

Opportunities / Recommendations:

☐ Close ☐ Limit* ☒ Open*

☒ Open to All Uses

☒ Maintenance Recommendations: Improve drainage, stream crossings, and prism.

*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: 30100B

PS30100B

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.7949747 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:

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
Township and Range: T.36 R.4W S.28

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
Commercial Ranching Facility	Enclosed Tank, Trick Tank	☒	☐	☐
Commercial Ranching Facility	Pond, Reservoir	☒	☐	☐
Commercial Ranching Facility	Tank	☒	☐	☐
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 specifically assists in fuels management	☒	☐	☐
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	☒	☐	☐
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	Necessary road, long term needed
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route has little/no impact on wildlife habitat and/or habitat effectiveness.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 4
Riparian (MIS)	9A - Riparian Management
Riparian (MIS)	Proximate (within 1/2 mile)
Wash	Cross
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
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
Wild Turkey (MIS)	High Summer Range

Engineering: BLUE FLY

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	☒	☐	☐
Equestrian	☐	☐	☒
Hunting	☐	☒	☐
Motorized Use Generally	☐	☒	☐
OHV Touring	☒	☐	☐

Part of the proposed Paunsagunt trail
Medium to heavy (summer or winter use)

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

Opportunities / Recommendations:

☐ Close ☐ Limit* ☒ Open*

☒ Open to All Uses

☒ Maintenance Recommendations: Improve drainage, stream crossings, and prism.

*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: 30101

PS30101

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 6.520648 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.33S R.4E S.6
Trail Number (if any): 33071

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 provides convenient access			
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	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	High 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	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 2
Riparian (MIS)	Proximate (within 1/2 mile)
Riparian (MIS)	Cross
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	Proximate to Brood Rearing Area (within 1 mile)

Engineering: BIG HOLLOW; Wildlife Botany: MULE DEER HABITAT - SUMMER

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	☒	☐	☐
The route is a primary recreation access route, a designated system route, or a route with pending designation status (ie. Markagunt & High Desert trails?) Motorized	☒	☐	☐
ATV Use	☐	☐	☒
Equestrian	☐	☒	☐
Hiking Trail number 33071	☒	☐	☐
Hunting	☐	☒	☐
Staging Area	☐	☐	☒
Vistas, Sightseeing, Photography	☐	☒	☐

Closed or low current use; alternate route available to area

Recreation: MAINTAIN AS TRAIL NOT AS A ROAD

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

Opportunities / Recommendations:

☐ Close ☒ Limit* ☐ Open*

☒ Limits:

☒ 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

Construct parking area at boundary with state boundary.

*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: 30103

PS30103

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☒ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 2.693635 miles
☒ Evidence of Construction: Graded in places ☒ Dual Track Use Level: High
☐ 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.4W 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

Uses	Specifically	Primary	Secondary	Tertiary
Administrative Uses	Administrative Site	☒	☐	☐
Lands / Special Uses	Route provides access for recreation or non-recreation special uses	☒	☐	☐
Lands / Special Uses	Necessary route			
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 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	Not likely to be needed in forseeable future
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	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 2
Wash	Cross
Soils	Route Subject to Erosion Concerns
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
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
Wild Turkey (MIS)	High Summer Range

Engineering: SYRETT ROAD; Wildlife Botany: MULE DEER HABITAT - SUMMER

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	☒	☐	☐
The route is a primary recreation access route, a designated system route, or a route with pending designation status (ie. Markagunt & High Desert trails?) Motorized	☒	☐	☐
ATV Use	☒	☐	☐
Commercial Recreation Permit	☒	☐	☐
Equestrian	☒	☐	☐
Hunting	☐	☒	☐
Motorized Use Generally	☐	☒	☐
Mountain Biking	☐	☒	☐
OHV Touring Part of the proposed Paunsagunt trail	☒	☐	☐
Parking Area / Trailhead	☒	☐	☐
Staging Area	☒	☐	☐
SUV Touring	☐	☒	☐
Wildlife Watching	☐	☒	☐

High use (summer or winter); part of summer loop route; part of designated route system; no alternate route to destination or area

Recreation: ATV ROUTE

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

Opportunities / Recommendations:

☐ 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: 30104

PS30104

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.6991343 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:

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District staff		split this route into 30104 and 30104A

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
Township and Range: T.37S R.4.5W S.19

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
Commercial Ranching Facility	Fence	☒	☐	☐
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	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	Necessary road, long term needed
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	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 3
Riparian (MIS)	9A - Riparian Management
Riparian (MIS)	Proximate (within 1/2 mile)
Riparian (MIS)	Cross
Wash	In
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Goshawk (MIS) (TES)	In or Through Post Fledgling Area
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer Range

Engineering: LONG HOLLOW

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	☐	☐	☒
Camping - Primitive	☒	☐	☐
Dispersed Camping Site	☒	☐	☐
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
OHV Touring	☐	☐	☒

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

Opportunities / Recommendations:

☐ Close ☐ Limit* ☒ Open*

☒ Open to All Uses

☒ Maintenance Recommendations: Improve drainage and stream crossings

*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: 30104A

PS30104A

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.5833024 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:

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District Staff	Closed	not needed- duplicate route

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
Township and Range: T.37S R.4.5W S.19

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
Commercial Ranching Facility	Fence	☒	☐	☐
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	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	Necessary road, long term needed
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	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 3
Riparian (MIS)	9A - Riparian Management
Riparian (MIS)	Proximate (within 1/2 mile)
Riparian (MIS)	Cross
Wash	In
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Goshawk (MIS) (TES)	In or Through Post Fledgling Area
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer Range

Engineering: LONG HOLLOW

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	☐	☐	☒
Camping - Primitive	☒	☐	☐
Dispersed Camping Site	☒	☐	☐
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
OHV Touring	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: 30105

PS30105

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

☒ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☐ Other ☒ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 17.05669 miles
☒ Evidence of Construction: Graded ☐ Dual Track Use Level: High
☒ Regularly Maintained ☒ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

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

Additional Information: Potential public forest service road
Route Origin: Historic route- 1878-1942

Maintenance Level: 3 - SUITABLE FOR PASSENGER CARS
Township and Range: T.38S R.4.5W S.1
Trail Number (if any): 33003B

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?	Yes
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
Commercial Ranching Facility	Corral / Handling Pen	☒	☐	☐
Commercial Ranching Facility	Fence	☒	☐	☐
Commercial Ranching Facility	Spring Head Works	☒	☐	☐
Commercial Ranching Facility	Trough	☒	☐	☐
Lands / Special Uses	Route provides access for recreation or non-recreation special uses	☒	☐	☐
Lands / Special Uses	Necessary route			
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 specifically assists in fuels management	☒	☐	☐
Vegetation (Timber and Fuels) - Sales and Management	Necessary route, possible haul route, long term needed			
Wildland Fire	Route provides access to legal water sources	☒	☐	☐
Wildland Fire	Route serves as a main access for firefighting	☒	☐	☐
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	Necessary road, long term needed
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	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 7
Riparian (MIS)	9A - Riparian Management
Riparian (MIS)	Proximate (within 1/2 mile)
Wash	Cross
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Goshawk (MIS) (TES)	In or Through Post Fledgling Area
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer Range
Other Wildlife	Other Boreal toad Engineering: KANAB CREEK/ Road in wrong location near land exchange.; Wildlife Botany: BOREAL TOAD HABITAT/ WILD TURKEY/MULE DEER

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)	☒	☐	☐
The route is a primary recreation access route, a designated system route, or a route with pending designation status (ie. Markagunt & High Desert trails?) Motorized	☒	☐	☐
ATV Use	☒	☐	☐
Camping - Primitive	☒	☐	☐
Dispersed Camping Site	☒	☐	☐
Equestrian	☒	☐	☐
Hiking Part of the Grand View trail	☐	☐	☒
Hunting	☒	☐	☐
Motorized Use Generally	☒	☐	☐
OHV Touring Part of the Paunsagunt trail	☒	☐	☐
SUV Touring	☐	☒	☐
Vistas, Sightseeing, Photography	☐	☒	☐
Wildlife Watching	☐	☒	☐

High use (summer or winter); part of summer loop route; part of designated route system; no alternate route to destination or 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

Opportunities / Recommendations:

☐ 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: 30106

PS30106

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

☒ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☐ Other ☒ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 3.459878 miles
☒ Evidence of Construction: Graded in places ☒ Dual Track Use Level: High
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☒ Infrequently Maintained
☐ Maintained in Past

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

Additional Information:
Route Origin: Historic route- 1867

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
Township and Range: T.37S R.4.5W S.26
Trail Number (if any): 33066

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?	Yes
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
Commercial Ranching Facility	Enclosed Tank, Trick Tank	☒	☐	☐
Commercial Ranching Facility	Fence	☒	☐	☐
Lands / Special Uses	Route provides access for recreation or non-recreation special uses	☒	☐	☐
Lands / Special Uses	Necessary route			
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 specifically assists in fuels management	☒	☐	☐
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	☒	☐	☐
Wildland Fire	Route serves as an escape route for Wildland Urban Interface	☒	☐	☐
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
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	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 2
Riparian (MIS)	9A - Riparian Management
Riparian (MIS)	Proximate (within 1/2 mile)
Wash	In
Wash	Cross
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer Range
	Engineering: Right Fork Kanab Cr.; Wildlife Botany: Mule deer

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	☒	☐	☐
The route is a primary recreation access route, a designated system route, or a route with pending designation status (ie. Markagunt & High Desert trails?) Motorized	☒	☐	☐
ATV Use	☒	☐	☐
Camping - Primitive	☒	☐	☐
Dispersed Camping Site	☒	☐	☐
Equestrian	☐	☒	☐
Hiking Part of the Grand View Trail	☐	☒	☐
Hunting	☒	☐	☐
Motorized Use Generally	☐	☒	☐
OHV Touring Part of the Paunsagunt Trail	☒	☐	☐
Vistas, Sightseeing, Photography	☐	☒	☐
Wildlife Watching	☐	☐	☒
High use (summer or winter); part of summer loop route; part of designated route system; no alternate route to destination or 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

Opportunities / Recommendations:

☐ 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: 30106A

PS30106A

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

☒ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☐ Other ☒ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 12.96757 miles
☒ Evidence of Construction: Graded in places ☒ Dual Track Use Level: High
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☒ Infrequently Maintained
☐ Maintained in Past

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

Additional Information:
Route Origin: Historic route- 1867

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
Township and Range: T.37S R.4.5W S.26
Trail Number (if any): 33066

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?	Yes
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
Commercial Ranching Facility	Enclosed Tank, Trick Tank	☒	☐	☐
Commercial Ranching Facility	Fence	☒	☐	☐
Lands / Special Uses	Route provides access for recreation or non-recreation special uses	☒	☐	☐
Lands / Special Uses	Necessary route			
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 specifically assists in fuels management	☒	☐	☐
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	☒	☐	☐
Wildland Fire	Route serves as an escape route for Wildland Urban Interface	☒	☐	☐
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
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	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 2
Riparian (MIS)	9A - Riparian Management
Riparian (MIS)	Proximate (within 1/2 mile)
Wash	In
Wash	Cross
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer Range
	Engineering: Right Fork Kanab Cr.; Wildlife Botany: Mule deer

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	☒	☐	☐
The route is a primary recreation access route, a designated system route, or a route with pending designation status (ie. Markagunt & High Desert trails?) Motorized	☒	☐	☐
ATV Use	☒	☐	☐
Camping - Primitive	☒	☐	☐
Dispersed Camping Site	☒	☐	☐
Equestrian	☐	☒	☐
Hiking Part of the Grand View Trail	☐	☒	☐
Hunting	☒	☐	☐
Motorized Use Generally	☐	☒	☐
OHV Touring Part of the Paunsagunt Trail	☒	☐	☐
Vistas, Sightseeing, Photography	☐	☒	☐
Wildlife Watching	☐	☐	☒
High use (summer or winter); part of summer loop route; part of designated route system; no alternate route to destination or 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

Opportunities / Recommendations:

☐ 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: 30108

PS30108

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 1.064202 miles
☒ Evidence of Construction: Graded in places ☒ Dual Track Use Level: High
☐ 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.37S R.4W S.5
Trail Number (if any): 33021

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
Administrative Uses	Administrative Site	☒	☐	☐
Lands / Special Uses	Route provides access for recreation or non-recreation special uses	☒	☐	☐
Lands / Special Uses	Necessary route			
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	Necessary route, possible haul route, long term needed			
Wildland Fire	Route provides access to legal water sources	☒	☐	☐
Wildland Fire	Route serves as a main access for firefighting	☒	☐	☐
Wildland Fire	Route serves as an escape route for Wildland Urban Interface	☒	☐	☐
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	Necessary road, long term needed
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route has little/no impact on wildlife habitat and/or habitat effectiveness.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 5
Riparian (MIS)	Proximate (within 1/2 mile)
Wash	In
Wash	Cross
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Goshawk (MIS) (TES)	In or Through Post Fledgling Area
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer Range

Engineering: King Creek; Wildlife Botany: Campground nearby

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	☒	☐	☐
The route is a primary recreation access route, a designated system route, or a route with pending designation status (ie. Markagunt & High Desert trails?) Motorized	☒	☐	☐
ATV Use	☒	☐	☐
Camping - Developed	☒	☐	☐
Camping - Primitive	☒	☐	☐
Dispersed Camping Site	☒	☐	☐
Equestrian	☐	☒	☐
Family Camp/ Group Camp	☒	☐	☐
Hiking	☐	☒	☐
Hunting	☐	☒	☐
Motorized Use Generally	☐	☒	☐
Mountain Biking	☐	☒	☐

High use (summer or winter); part of summer loop route; part of designated route system; no alternate route to destination or 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

Opportunities / Recommendations:

☐ Close ☐ Limit* ☒ Open*

☒ Open to All Uses

☒ Maintenance Recommendations: Improve drainage and stream crossings.

*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: 30108A

PS30108A

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 1.144309 miles
☒ Evidence of Construction: Graded in places ☒ Dual Track Use Level: High
☐ 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.37S R.4W S.5
Trail Number (if any): 33021

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
Administrative Uses	Administrative Site	☒	☐	☐
Lands / Special Uses	Route provides access for recreation or non-recreation special uses	☒	☐	☐
Lands / Special Uses	Necessary route			
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	Necessary route, possible haul route, long term needed			
Wildland Fire	Route provides access to legal water sources	☒	☐	☐
Wildland Fire	Route serves as a main access for firefighting	☒	☐	☐
Wildland Fire	Route serves as an escape route for Wildland Urban Interface	☒	☐	☐
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	Necessary road, long term needed
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route has little/no impact on wildlife habitat and/or habitat effectiveness.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 5
Riparian (MIS)	Proximate (within 1/2 mile)
Wash	In
Wash	Cross
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Goshawk (MIS) (TES)	In or Through Post Fledgling Area
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer Range

Engineering: King Creek; Wildlife Botany: Campground nearby

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	☒	☐	☐
The route is a primary recreation access route, a designated system route, or a route with pending designation status (ie. Markagunt & High Desert trails?) Motorized	☒	☐	☐
ATV Use	☒	☐	☐
Camping - Developed	☒	☐	☐
Camping - Primitive	☒	☐	☐
Dispersed Camping Site	☒	☐	☐
Equestrian	☐	☒	☐
Family Camp/ Group Camp	☒	☐	☐
Hiking	☐	☒	☐
Hunting	☐	☒	☐
Motorized Use Generally	☐	☒	☐
Mountain Biking	☐	☒	☐

High use (summer or winter); part of summer loop route; part of designated route system; no alternate route to destination or 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

Opportunities / Recommendations:

☐ Close ☐ Limit* ☒ Open*

☒ Open to All Uses

☒ Maintenance Recommendations: Improve drainage and stream crossings.

*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: 30109

PS30109

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

☒ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☐ Other: ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 5.80571 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: Potential public forest service route
Route designation applies only to those portions of the route located on public land.
Route Origin: Historic route- 1876

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
Township and Range: T.37S R.4W S.18
Trail Number (if any): 33066

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?	Yes
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
Administrative Uses	Weed Abatement	☒	☐	☐
Lands / Special Uses	Route provides access for recreation or non-recreation special uses	☒	☐	☐
Lands / Special Uses	Necessary route			
Range	Road accesses permitee camps, water developments, or other improvements	☒	☐	☐
Range	Route has noxious weed issues	☒	☐	☐
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 specifically assists in fuels management	☒	☐	☐
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	☒	☐	☐
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	The route is substantially brushed in, in very poor condition or a particular burden for maintenance
Engineering	The route is the cause of safety concerns
Engineering	Necessary road, long term needed
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	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 11
Riparian (MIS)	9A - Riparian Management
Riparian (MIS)	Proximate (within 1/2 mile)
Riparian (MIS)	Cross
Wash	Cross
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Winter 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)
Wild Turkey (MIS)	High Summer Range
	Engineering: PROCTOR-BADGER; Wildlife Botany: CLARON PLANTS / MULE DEER/TURKEY

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	☒	☐	☐
The route is a primary recreation access route, a designated system route, or a route with pending designation status (ie. Markagunt & High Desert trails?) Motorized	☒	☐	☐
ATV Use	☒	☐	☐
Camping - Primitive	☒	☐	☐
Dispersed Camping Site	☒	☐	☐
Equestrian	☐	☒	☐
Hiking Part of the Grand View trail	☒	☐	☐
Hunting	☒	☐	☐
Motorized Use Generally	☒	☐	☐
Mountain Biking	☐	☐	☒
OHV Touring Part of the Paunsagunt trail	☒	☐	☐
SUV Touring	☒	☐	☐
Vistas, Sightseeing, Photography	☒	☐	☐
Wildlife Watching Medium to heavy (summer or winter use)	☐	☒	☐

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

Opportunities / Recommendations:

☐ Close ☐ Limit* ☒ Open*

☒ Open to All Uses

☒ Maintenance Recommendations: Improve drainage, stream crossings, and surface.

*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: 30109A

PS30109A

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

☒ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☐ Other: ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 1.431435 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: Potential public forest service route
Route designation applies only to those portions of the route located on public land.
Route Origin: Historic route- 1876

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District Staff	Open	this needs to be open- it is the main road.

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
Township and Range: T.37S R.4W S.18
Trail Number (if any): 33066

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?	Yes
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
Administrative Uses	Weed Abatement	☒	☐	☐
Lands / Special Uses	Route provides access for recreation or non-recreation special uses	☒	☐	☐
Lands / Special Uses	Necessary route			
Range	Road accesses permitee camps, water developments, or other improvements	☒	☐	☐
Range	Route has noxious weed issues	☒	☐	☐
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 specifically assists in fuels management	☒	☐	☐
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	☒	☐	☐
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	The route is substantially brushed in, in very poor condition or a particular burden for maintenance
Engineering	The route is the cause of safety concerns
Engineering	Necessary road, long term needed
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	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 11
Riparian (MIS)	9A - Riparian Management
Riparian (MIS)	Proximate (within 1/2 mile)
Riparian (MIS)	Cross
Wash	Cross
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Winter 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)
Wild Turkey (MIS)	High Summer Range
	Engineering: PROCTOR-BADGER; Wildlife Botany: CLARON PLANTS / MULE DEER/TURKEY

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	☒	☐	☐
The route is a primary recreation access route, a designated system route, or a route with pending designation status (ie. Markagunt & High Desert trails?) Motorized	☒	☐	☐
ATV Use	☒	☐	☐
Camping - Primitive	☒	☐	☐
Dispersed Camping Site	☒	☐	☐
Equestrian	☐	☒	☐
Hiking Part of the Grand View trail	☒	☐	☐
Hunting	☒	☐	☐
Motorized Use Generally	☒	☐	☐
Mountain Biking	☐	☐	☒
OHV Touring Part of the Paunsagunt trail	☒	☐	☐
SUV Touring	☒	☐	☐
Vistas, Sightseeing, Photography	☒	☐	☐
Wildlife Watching Medium to heavy (summer or winter use)	☐	☒	☐

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

Opportunities / Recommendations:

☐ Close ☐ Limit* ☒ Open*

☒ Open to All Uses

☐ Maintenance Recommendations:

*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: 30109B

PS30109B

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

☒ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☐ Other: ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 2.545024 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: Potential public forest service route
Route designation applies only to those portions of the route located on public land.
Route Origin: Historic route- 1876

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
Township and Range: T.37S R.4W S.18
Trail Number (if any): 33066

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?	Yes
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
Administrative Uses	Weed Abatement	☒	☐	☐
Lands / Special Uses	Route provides access for recreation or non-recreation special uses	☒	☐	☐
Lands / Special Uses	Necessary route			
Range	Road accesses permitee camps, water developments, or other improvements	☒	☐	☐
Range	Route has noxious weed issues	☒	☐	☐
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 specifically assists in fuels management	☒	☐	☐
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	☒	☐	☐
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	The route is substantially brushed in, in very poor condition or a particular burden for maintenance
Engineering	The route is the cause of safety concerns
Engineering	Necessary road, long term needed
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	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 11
Riparian (MIS)	9A - Riparian Management
Riparian (MIS)	Proximate (within 1/2 mile)
Riparian (MIS)	Cross
Wash	Cross
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Winter 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)
Wild Turkey (MIS)	High Summer Range
	Engineering: PROCTOR-BADGER; Wildlife Botany: CLARON PLANTS / MULE DEER/TURKEY

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	☒	☐	☐
The route is a primary recreation access route, a designated system route, or a route with pending designation status (ie. Markagunt & High Desert trails?) Motorized	☒	☐	☐
ATV Use	☒	☐	☐
Camping - Primitive	☒	☐	☐
Dispersed Camping Site	☒	☐	☐
Equestrian	☐	☒	☐
Hiking Part of the Grand View trail	☒	☐	☐
Hunting	☒	☐	☐
Motorized Use Generally	☒	☐	☐
Mountain Biking	☐	☐	☒
OHV Touring Part of the Paunsagunt trail	☒	☐	☐
SUV Touring	☒	☐	☐
Vistas, Sightseeing, Photography	☒	☐	☐
Wildlife Watching Medium to heavy (summer or winter use)	☐	☒	☐

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

Opportunities / Recommendations:

☐ Close ☐ Limit* ☒ Open*

☒ Open to All Uses

☒ Maintenance Recommendations: Improve drainage, stream crossings, and surface.

*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: 30109C

PS30109C

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

☒ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☐ Other: ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 1.819245 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: Potential public forest service route
Route designation applies only to those portions of the route located on public land.
Route Origin: Historic route- 1876

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
Township and Range: T.37S R.4W S.18
Trail Number (if any): 33066

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?	Yes
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
Administrative Uses	Weed Abatement	☒	☐	☐
Lands / Special Uses	Route provides access for recreation or non-recreation special uses	☒	☐	☐
Lands / Special Uses	Necessary route			
Range	Road accesses permitee camps, water developments, or other improvements	☒	☐	☐
Range	Route has noxious weed issues	☒	☐	☐
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 specifically assists in fuels management	☒	☐	☐
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	☒	☐	☐
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	The route is substantially brushed in, in very poor condition or a particular burden for maintenance
Engineering	The route is the cause of safety concerns
Engineering	Necessary road, long term needed
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	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 11
Riparian (MIS)	9A - Riparian Management
Riparian (MIS)	Proximate (within 1/2 mile)
Riparian (MIS)	Cross
Wash	Cross
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Winter 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)
Wild Turkey (MIS)	High Summer Range
	Engineering: PROCTOR-BADGER; Wildlife Botany: CLARON PLANTS / MULE DEER/TURKEY

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	☒	☐	☐
The route is a primary recreation access route, a designated system route, or a route with pending designation status (ie. Markagunt & High Desert trails?) Motorized	☒	☐	☐
ATV Use	☒	☐	☐
Camping - Primitive	☒	☐	☐
Dispersed Camping Site	☒	☐	☐
Equestrian	☐	☒	☐
Hiking Part of the Grand View trail	☒	☐	☐
Hunting	☒	☐	☐
Motorized Use Generally	☒	☐	☐
Mountain Biking	☐	☐	☒
OHV Touring Part of the Paunsagunt trail	☒	☐	☐
SUV Touring	☒	☐	☐
Vistas, Sightseeing, Photography	☒	☐	☐
Wildlife Watching Medium to heavy (summer or winter use)	☐	☒	☐

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

Opportunities / Recommendations:

☐ Close ☐ Limit* ☒ Open*

☒ Open to All Uses

☒ Maintenance Recommendations: Improve drainage, stream crossings, and surface.

*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: 30109D

PS30109D

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

☒ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☐ Other: ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.8325247 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: Potential public forest service route
Route designation applies only to those portions of the route located on public land.
Route Origin: Historic route- 1876

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District Staff	Mitigate Open	this is a main route- needs to be open to the public

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
Township and Range: T.37S R.4W S.18
Trail Number (if any): 33066

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?	Yes
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
Administrative Uses	Weed Abatement	☒	☐	☐
Lands / Special Uses	Route provides access for recreation or non-recreation special uses	☒	☐	☐
Lands / Special Uses	Necessary route			
Range	Road accesses permitee camps, water developments, or other improvements	☒	☐	☐
Range	Route has noxious weed issues	☒	☐	☐
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 specifically assists in fuels management	☒	☐	☐
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	☒	☐	☐
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	The route is substantially brushed in, in very poor condition or a particular burden for maintenance
Engineering	The route is the cause of safety concerns
Engineering	Necessary road, long term needed
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	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 11
Riparian (MIS)	9A - Riparian Management
Riparian (MIS)	Proximate (within 1/2 mile)
Riparian (MIS)	Cross
Wash	Cross
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Winter 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)
Wild Turkey (MIS)	High Summer Range
	Engineering: PROCTOR-BADGER; Wildlife Botany: CLARON PLANTS / MULE DEER/TURKEY

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	☒	☐	☐
The route is a primary recreation access route, a designated system route, or a route with pending designation status (ie. Markagunt & High Desert trails?) Motorized	☒	☐	☐
ATV Use	☒	☐	☐
Camping - Primitive	☒	☐	☐
Dispersed Camping Site	☒	☐	☐
Equestrian	☐	☒	☐
Hiking Part of the Grand View trail	☒	☐	☐
Hunting	☒	☐	☐
Motorized Use Generally	☒	☐	☐
Mountain Biking	☐	☐	☒
OHV Touring Part of the Paunsagunt trail	☒	☐	☐
SUV Touring	☒	☐	☐
Vistas, Sightseeing, Photography	☒	☐	☐
Wildlife Watching Medium to heavy (summer or winter use)	☐	☒	☐

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

Opportunities / Recommendations:

☐ Close ☐ Limit* ☒ Open*

☒ Open to All Uses

☒ Maintenance Recommendations: Improve drainage, stream crossings, and surface.

*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: 30110

PS30110

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☒ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 10.29423 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:
Route Origin: Historic road-1876 to 1925

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
Township and Range: T.37S R.4.5W S.11

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?	Yes
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
Commercial Ranching Facility	Pond, Reservoir	☒	☐	☐
Lands / Special Uses	Route provides convenient access			
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 specifically assists in fuels management	☒	☐	☐
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	☒	☐	☐
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	The route is substantially brushed in, in very poor condition or a particular burden for maintenance
Engineering	The route is the cause of safety concerns
Engineering	Necessary road, long term needed
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 8
Riparian (MIS)	9A - Riparian Management
Riparian (MIS)	Proximate (within 1/2 mile)
Wash	In
Wash	Cross
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Antelope	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
Wild Turkey (MIS)	High Summer Range
	Engineering: BLUE FLY-BADGER; Wildlife Botany: CLARON PLANTS

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	☒	☐	☐
The route is a primary recreation access route, a designated system route, or a route with pending designation status (ie. Markagunt & High Desert trails?) Motorized	☒	☐	☐
ATV Use	☒	☐	☐
Camping - Primitive	☒	☐	☐
Dispersed Camping Site	☒	☐	☐
Equestrian	☐	☒	☐
Hiking	☐	☐	☒
Hunting	☒	☐	☐
Motorized Use Generally	☐	☒	☐
OHV Touring	☒	☐	☐

Part of the proposed Paunsagunt trail
Medium to heavy (summer or winter use)

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

Opportunities / Recommendations:

☐ Close ☐ Limit* ☒ Open*

☒ Open to All Uses

☒ Maintenance Recommendations: Improve surface, stream crossings, and drainage.

*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: 30113

PS30113

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 2.204724 miles
☒ Evidence of Construction: Graded in places ☒ Dual Track Use Level: High
☐ 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.35S R.4.5W S.32
Trail Number (if any): 33002

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
Commercial Ranching Facility	Enclosed Tank, Trick Tank	☒	☐	☐
Commercial Ranching Facility	Range Pipeline	☐	☒	☐
Lands / Special Uses	Route provides access for recreation or non-recreation special uses	☒	☐	☐
Lands / Special Uses	Necessary route			
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 specifically assists in fuels management	☒	☐	☐
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	☒	☐	☐
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	Necessary road, long term needed
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	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Wash	Proximate
Antelope	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
Utah Prairie Dogs	In/Through Known Sites
	Wildlife Botany: UPD

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	☒	☐	☐
The route is a primary recreation access route, a designated system route, or a route with pending designation status (ie. Markagunt & High Desert trails?) Motorized	☒	☐	☐
ATV Use	☒	☐	☐
Camping - Developed	☒	☐	☐
Equestrian	☒	☐	☐
Hiking	☒	☐	☐
Horse Camp	☒	☐	☐
Hunting	☒	☐	☐
Motorized Use Generally	☒	☐	☐
Mountain Biking	☒	☐	☐
OHV Touring	☒	☐	☐
Parking Area	☒	☐	☐
Parking Area / Trailhead	☒	☐	☐
Permitted Mountain Bike	☒	☐	☐
Public Use Site Access / Interpretative Panel	☒	☐	☐
Snowmobile	☐	☒	☐
Staging Area	☒	☐	☐
SUV Touring	☒	☐	☐
Trailheads	☒	☐	☐
Vistas, Sightseeing, Photography	☐	☒	☐
Wildlife Watching	☐	☒	☐
High use (summer or winter); part of summer loop route; part of designated route system; no alternate route to destination or 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

Opportunities / Recommendations:

☐ 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: 30114

PS30114

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.6871209 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: Route designation applies only to those portions of the route located on public land.

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES

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
Commercial Ranching Facility	Fence	☒	☐	☐
Lands / Special Uses	Route provides access for recreation or non-recreation special uses	☒	☐	☐
Lands / Special Uses	Route provides access to private or other agency land	☒	☐	☐
Lands / Special Uses	Route not necessary			
Range	Not likely to be needed in forseeable future			
Vegetation (Timber and Fuels) - Sales and Management	Not likely to be needed in foreseeable future			
Wildland Fire	Route serves as an escape route for Wildland Urban Interface	☒	☐	☐
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 forseeable future
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	Proximate to Brood Rearing Area (within 1 mile)

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**
There is social conflict associated with this route (ie. Motorized vs non motorized)	☒	☐	☐
Hunting	☐	☐	☒
Other	☒	☐	☐
Cross country skiing			
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	Yes
Public Uses	Yes
Other	No

Opportunities / Recommendations:

☒ 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.

Other/Common Name: 30115

PS30115

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 4.716802 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:
Route Origin: Historic route late 1860's

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES/ 1 - BASIC CUSTODIAL CARE (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?	Yes
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
Commercial Ranching Facility	Cattleguard	☒	☐	☐
Commercial Ranching Facility	Fence	☒	☐	☐
Commercial Ranching Facility	Pond, Reservoir	☒	☐	☐
Lands / Special Uses	Route provides access for recreation or non-recreation special uses	☒	☐	☐
Lands / Special Uses	Route provides convenient access			
Range	Road accesses permitee camps, water developments, or other improvements	☒	☐	☐
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	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	The route is the cause of safety concerns
Engineering	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route has little/no impact on wildlife habitat and/or habitat effectiveness.
Wash	Cross
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Mule Deer (MIS)	Substantial Winter Range
Wild Turkey (MIS)	High Year-Long 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
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	☒	☐	☐
There is social conflict associated with this route (ie. Motorized vs non motorized)	☒	☐	☐
ATV Use	☒	☐	☐
Equestrian	☒	☐	☐
Hiking	☐	☒	☐
Hunting	☒	☐	☐
OHV Touring	☒	☐	☐
SUV Touring	☒	☐	☐
Vistas, Sightseeing, Photography	☒	☐	☐
Wildlife Watching	☐	☒	☐
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

Opportunities / Recommendations:

☐ 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: 30115A

PS30115A

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 1.940699 miles
☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

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

Additional Information: Closed-Basic Custodial Care.

Maintenance Level: 1 - BASIC CUSTODIAL CARE (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? **No**

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
Back Country Proposal (Forest Plan Revision)	Impacts Back Country Proposal
Inventoried Roadless Area	In or Through Fishhook
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 3
Wash	Cross
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Wild Turkey (MIS)	High Summer 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
Hiking	☐	☒	☐
Hunting	☐	☐	☒

Route Redundancy

Can the 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:

Public Uses	Yes
Other	No

Opportunities / Recommendations:

☒ 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.

Other/Common Name: 30115B

PS30115B

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 9.679805 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:
Route Origin: Historic route- 1860's

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
Township and Range: T.37S R.3W S.31
Trail Number (if any): 33066

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?	Yes
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
Commercial Ranching Facility	Cattleguard	☒	☐	☐
Commercial Ranching Facility	Fence	☒	☐	☐
Lands / Special Uses	Route provides access for recreation or non-recreation special uses	☒	☐	☐
Lands / Special Uses	Route provides access to private or other agency land	☒	☐	☐
Lands / Special Uses	Necessary route			
Range	Road accesses permitee camps, water developments, or other improvements	☒	☐	☐
Range	Necessary route, long term needed			
Vegetation (Timber and Fuels) - Sales and Management	Not likely to be needed in foreseeable future			
Wildland Fire	Route provides access to legal water sources	☒	☐	☐
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	The route is the cause of safety concerns
Engineering	Necessary road, long term needed
Hydrology	Route impacts channels, floodplains, wetlands or riparian areas
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route has little/no impact on wildlife habitat and/or habitat effectiveness.
Inventoried Roadless Area	In or Through Fishhook
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 26
Wash	In
Wash	Cross
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Mule Deer (MIS)	Substantial Winter Range
Wild Turkey (MIS)	High Summer 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
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	☒	☐	☐
The route is a primary recreation access route, a designated system route, or a route with pending designation status (ie. Markagunt & High Desert trails?) Motorized	☒	☐	☐
There is social conflict associated with this route (ie. Motorized vs non motorized)	☒	☐	☐
ATV Use	☐	☐	☒
Camping - Primitive	☒	☐	☐
Equestrian	☐	☒	☐
Hiking Part of the Grand View Trail	☒	☐	☐
Hunting	☐	☒	☐
Motorized Use Generally	☐	☐	☒
Trailheads	☒	☐	☐
Vistas, Sightseeing, Photography	☒	☐	☐
Wildlife Watching	☒	☐	☐

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

Opportunities / Recommendations:

☐ Close ☐ Limit* ☒ Open*

☒ Open to All Uses

☒ Maintenance Recommendations: Improve route surface and drainage.

*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: 30115C

PS30115C

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: 3.307891 miles
Use Level:
Maint. # (if any)

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

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

Additional Information: Route not evaluated- entirely on private property.
Route designation applies only to those portions of the route located on public land.

Maintenance Level: 1 - BASIC CUSTODIAL CARE (CLOSED)

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: 30115D

PS30115D

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.785257 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:
Route Origin: Historic route late 1860's

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES/ 1 - BASIC CUSTODIAL CARE (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?	Yes
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
Commercial Ranching Facility	Cattleguard	☒	☐	☐
Commercial Ranching Facility	Fence	☒	☐	☐
Commercial Ranching Facility	Pond, Reservoir	☒	☐	☐
Lands / Special Uses	Route provides access for recreation or non-recreation special uses	☒	☐	☐
Lands / Special Uses	Route provides convenient access			
Range	Road accesses permitee camps, water developments, or other improvements	☒	☐	☐
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	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	The route is the cause of safety concerns
Engineering	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route has little/no impact on wildlife habitat and/or habitat effectiveness.
Inventoried Roadless Area	In or Through
	Fishhook
Wash	Cross
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Mule Deer (MIS)	Substantial Winter Range
Wild Turkey (MIS)	High Year-Long 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
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	☒	☐	☐
There is social conflict associated with this route (ie. Motorized vs non motorized)	☒	☐	☐
ATV Use	☒	☐	☐
Equestrian	☒	☐	☐
Hiking	☐	☒	☐
Hunting	☒	☐	☐
OHV Touring	☒	☐	☐
SUV Touring	☒	☐	☐
Vistas, Sightseeing, Photography	☒	☐	☐
Wildlife Watching	☐	☒	☐
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

Opportunities / Recommendations:

☐ Close ☒ Limit* ☐ Open*

☒ Limits:

☒ 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

*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: 30185

PS30185

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

☒ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☐ Other: ☒ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 4.9126 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:
Route Origin: Historic route- 1876

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
Township and Range: T.37S R.4W S.5

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?	Yes
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
Administrative Uses	Administrative Site	☒	☐	☐
Commercial Ranching Facility	Fence	☒	☐	☐
Lands / Special Uses	Route provides access to private or other agency land	☒	☐	☐
Lands / Special Uses	Route provides convenient access			
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 specifically assists in fuels management	☒	☐	☐
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	☒	☐	☐
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	Necessary road, long term needed
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	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 5
Riparian (MIS)	Proximate (within 1/2 mile)
Wash	In
Wash	Cross
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	Proximate to Brood Rearing Area (within 1 mile)
Wild Turkey (MIS)	High Summer Range
	Wildlife Botany: MULE DEER HABITAT

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)	☒	☐	☐
ATV Use	☒	☐	☐
Camping - Primitive	☒	☐	☐
Dispersed Camping Site	☒	☐	☐
Equestrian	☐	☒	☐
Hunting	☒	☐	☐
Motorized Use Generally	☐	☒	☐
SUV Touring	☐	☒	☐
Vistas, Sightseeing, Photography	☐	☒	☐
Wildlife Watching	☐	☒	☐
Medium to heavy (summer or winter use)			

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

Opportunities / Recommendations:

☐ 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: 30194

PS30194

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 2.228459 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.4W S.18

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
Commercial Ranching Facility	Enclosed Tank, Trick Tank	☒	☐	☐
Commercial Ranching Facility	Pond, Reservoir	☒	☐	☐
Commercial Ranching Facility	Range Pipeline	☒	☐	☐
Commercial Ranching Facility	Spring Head Works	☒	☐	☐
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 specifically assists in fuels management	☒	☐	☐
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	☒	☐	☐
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	Necessary road, long term needed
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 3
Riparian (MIS)	Proximate (within 1/2 mile)
Wash	Cross
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
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

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	☒	☐	☐
Camping - Primitive	☒	☐	☐
Dispersed Camping Site	☒	☐	☐
Equestrian	☐	☐	☒
Hunting	☒	☐	☐
Motorized Use Generally	☐	☒	☐
OHV Touring Part of the proposed Paunsagunt trail	☒	☐	☐
Wildlife Watching 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

Opportunities / Recommendations:

☐ 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: 30194A

PS30194A

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.9419136 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:

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District Staff		Route should be open to the public.

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
Township and Range: T.36S R.4W S.18

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
Commercial Ranching Facility	Enclosed Tank, Trick Tank	☒	☐	☐
Commercial Ranching Facility	Pond, Reservoir	☒	☐	☐
Commercial Ranching Facility	Range Pipeline	☒	☐	☐
Commercial Ranching Facility	Spring Head Works	☒	☐	☐
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 specifically assists in fuels management	☒	☐	☐
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	☒	☐	☐
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	Necessary road, long term needed
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 3
Riparian (MIS)	Proximate (within 1/2 mile)
Wash	Cross
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
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

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	☒	☐	☐
Camping - Primitive	☒	☐	☐
Dispersed Camping Site	☒	☐	☐
Equestrian	☐	☐	☒
Hunting	☒	☐	☐
Motorized Use Generally	☐	☒	☐
OHV Touring Part of the proposed Paunsagunt trail	☒	☐	☐
Wildlife Watching 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

Opportunities / Recommendations:

☐ 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: 30203

PS30203

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☒ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 3.155441 miles
☒ Evidence of Construction: Graded in places ☒ Dual Track Use Level: High
☐ 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.38S R.4.5W S.35
Trail Number (if any): 33003

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
Commercial Ranching Facility	Spring Head Works	☒	☐	☐
Commercial Ranching Facility	Trough	☒	☐	☐
Lands / Special Uses	Route provides access for recreation or non-recreation special uses	☒	☐	☐
Lands / Special Uses	Necessary route			
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 specifically assists in fuels management	☒	☐	☐
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	☒	☐	☐
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	Necessary road, long term needed
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route has little/no impact on wildlife habitat and/or habitat effectiveness.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 3
Riparian (MIS)	9A - Riparian Management
Riparian (MIS)	Proximate (within 1/2 mile)
Wash	Cross
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Elk (MIS)	Substantial Year-Long Range
Goshawk (MIS) (TES)	In or Through Post Fledgling Area
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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
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	☒	☐	☐
The route is a primary recreation access route, a designated system route, or a route with pending designation status (ie. Markagunt & High Desert trails?) Motorized	☒	☐	☐
ATV Use	☒	☐	☐
Camping - Primitive	☐	☒	☐
Dispersed Camping Site	☒	☐	☐
Equestrian	☐	☐	☒
Hunting	☐	☒	☐
Motorized Use Generally	☐	☒	☐
OHV Touring	☒	☐	☐

Part of the Paunsagunt trail.

High use (summer or winter); part of summer loop route; part of designated route system; no alternate route to destination or 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

Opportunities / Recommendations:

☐ Close ☐ Limit* ☒ Open*

☒ Open to All Uses

☒ Maintenance Recommendations: Improve drainage and stream crossings.

*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: 30203A

PS30203A

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☒ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 3.647385 miles
☒ Evidence of Construction: Graded in places ☒ Dual Track Use Level: High
☐ 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.38S R.4.5W S.35
Trail Number (if any): 33003

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
Commercial Ranching Facility	Spring Head Works	☒	☐	☐
Commercial Ranching Facility	Trough	☒	☐	☐
Lands / Special Uses	Route provides access for recreation or non-recreation special uses	☒	☐	☐
Lands / Special Uses	Necessary route			
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 specifically assists in fuels management	☒	☐	☐
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	☒	☐	☐
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	Necessary road, long term needed
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route has little/no impact on wildlife habitat and/or habitat effectiveness.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 3
Riparian (MIS)	9A - Riparian Management
Riparian (MIS)	Proximate (within 1/2 mile)
Wash	Cross
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Elk (MIS)	Substantial Year-Long Range
Goshawk (MIS) (TES)	In or Through Post Fledgling Area
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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
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	☒	☐	☐
The route is a primary recreation access route, a designated system route, or a route with pending designation status (ie. Markagunt & High Desert trails?) Motorized	☒	☐	☐
ATV Use	☒	☐	☐
Camping - Primitive	☐	☒	☐
Dispersed Camping Site	☒	☐	☐
Equestrian	☐	☐	☒
Hunting	☐	☒	☐
Motorized Use Generally	☐	☒	☐
OHV Touring	☒	☐	☐

Part of the Paunsagunt trail.

High use (summer or winter); part of summer loop route; part of designated route system; no alternate route to destination or 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

Opportunities / Recommendations:

☐ Close ☐ Limit* ☒ Open*

☒ Open to All Uses

☒ Maintenance Recommendations: Improve drainage and stream crossings.

*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: 30207

PS30207

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 5.609375 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: Route designation applies only to those portions of the route located on public land.

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
Township and Range: T.39S R.5W S.31

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
Commercial Ranching Facility	Enclosed Tank, Trick Tank	☒	☐	☐
Commercial Ranching Facility	Fence	☒	☐	☐
Commercial Ranching Facility	Spring Head Works	☒	☐	☐
Lands / Special Uses	Route provides access to private or other agency land	☒	☐	☐
Lands / Special Uses	Route provides convenient access			
Range	Road accesses permitee camps, water developments, or other improvements	☒	☐	☐
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	☒	☐	☐
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	The route is substantially brushed in, in very poor condition or a particular burden for maintenance
Engineering	The route is the cause of safety concerns
Engineering	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route has little/no impact on wildlife habitat and/or habitat effectiveness.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 2
Wash	In
Wash	Cross
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Elk (MIS)	Substantial Year-Long Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer Range
Sensitive Species Polygons	Proximate Potential habitat for sensitive plant species

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	☐	☐	☒
Equestrian	☐	☒	☐
Hunting	☐	☒	☐
Vistas, Sightseeing, Photography	☐	☒	☐

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

Opportunities / Recommendations:

☐ 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: 30208

PS30208

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 3.566947 miles
☒ Evidence of Construction: Graded in places ☒ Dual Track Use Level: High
☐ 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.39S R.4.5W S.15
Trail Number (if any): 33003

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
Commercial Ranching Facility	Gate	☒	☐	☐
Lands / Special Uses	Route provides access for recreation or non-recreation special uses	☒	☐	☐
Lands / Special Uses	Necessary route			
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 specifically assists in fuels management	☒	☐	☐
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	☒	☐	☐
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	Necessary road, long term needed
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route has little/no impact on wildlife habitat and/or habitat effectiveness.
Streams and Lakes	Within 200' of Stream(s)
Riparian (MIS)	Proximate (within 1/2 mile)
Wash	In
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Goshawk (MIS) (TES)	In or Through Post Fledgling Area
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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
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	☒	☐	☐
The route is a primary recreation access route, a designated system route, or a route with pending designation status (ie. Markagunt & High Desert trails?) Motorized	☒	☐	☐
ATV Use	☒	☐	☐
Dispersed Camping Site	☒	☐	☐
Equestrian	☐	☐	☒
Hunting	☐	☒	☐
Motorized Use Generally	☐	☒	☐
OHV Touring Part of the Paunsagunt trail	☒	☐	☐
Vistas, Sightseeing, Photography	☐	☒	☐
Wildlife Watching	☐	☒	☐
High use (summer or winter); part of summer loop route; part of designated route system; no alternate route to destination or 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

Opportunities / Recommendations:

☐ 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: 30209

PS30209

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 2.747409 miles
☒ Evidence of Construction: Graded in places ☒ Dual Track Use Level: High
☐ 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.39S R.4.5W S.10
Trail Number (if any): 33003

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 provides access for recreation or non-recreation special uses	☒	☐	☐
Lands / Special Uses	Necessary route			
Range	Road accesses permitee camps, water developments, or other improvements	☒	☐	☐
Range	Necessary route, long term needed			
Utilities	Cell Site / Communication Site In the process of being built	☒	☐	☐
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	Necessary route, possible haul route, long term needed			
Wildland Fire	Route serves as a main access for firefighting	☒	☐	☐
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	Necessary road, long term needed
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route has little/no impact on wildlife habitat and/or habitat effectiveness.
Wash	Proximate
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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
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	☒	☐	☐
The route is a primary recreation access route, a designated system route, or a route with pending designation status (ie. Markagunt & High Desert trails?) Motorized	☒	☐	☐
ATV Use	☒	☐	☐
Camping - Primitive	☐	☐	☒
Equestrian	☐	☐	☒
Hiking	☐	☐	☒
Hunting	☒	☐	☐
Motorized Use Generally	☐	☒	☐
OHV Touring Part of the Paunsagunt	☒	☐	☐
Parking Area / Trailhead	☒	☐	☐
Trailheads	☒	☐	☐
Vistas, Sightseeing, Photography	☒	☐	☐
Wildlife Watching	☐	☒	☐

High use (summer or winter); part of summer loop route; part of designated route system; no alternate route to destination or 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

Opportunities / Recommendations:

☐ 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: 30209A

PS30209A

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.1549094 miles
☒ Evidence of Construction: Graded in places ☒ Dual Track Use Level: High
☐ 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.39S R.4.5W S.10
Trail Number (if any): 33003

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 provides access for recreation or non-recreation special uses	☒	☐	☐
Lands / Special Uses	Necessary route			
Range	Road accesses permitee camps, water developments, or other improvements	☒	☐	☐
Range	Necessary route, long term needed			
Utilities	Cell Site / Communication Site In the process of being built	☒	☐	☐
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	Necessary route, possible haul route, long term needed			
Wildland Fire	Route serves as a main access for firefighting	☒	☐	☐
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	Necessary road, long term needed
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route has little/no impact on wildlife habitat and/or habitat effectiveness.
Wash	Proximate
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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
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	☒	☐	☐
The route is a primary recreation access route, a designated system route, or a route with pending designation status (ie. Markagunt & High Desert trails?) Motorized	☒	☐	☐
ATV Use	☒	☐	☐
Camping - Primitive	☐	☐	☒
Equestrian	☐	☐	☒
Hiking	☐	☐	☒
Hunting	☒	☐	☐
Motorized Use Generally	☐	☒	☐
OHV Touring Part of the Paunsagunt	☒	☐	☐
Parking Area / Trailhead	☒	☐	☐
Trailheads	☒	☐	☐
Vistas, Sightseeing, Photography	☒	☐	☐
Wildlife Watching	☐	☒	☐

High use (summer or winter); part of summer loop route; part of designated route system; no alternate route to destination or 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

Opportunities / Recommendations:

☐ 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: 30210

PS30210

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 2.228893 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: Route designation applies only to those portions of the route located on public land.

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
Township and Range: T.38S R.5W S.4

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 provides access to private or other agency land	☒	☐	☐
Lands / Special Uses Private Property	Route provides convenient access Access	☐	☒	☐
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	Necessary route, possible haul route, long term needed			
Wildland Fire	Route serves as a main access for firefighting	☒	☐	☐
Wildland Fire	Route serves as an escape route for Wildland Urban Interface	☒	☐	☐
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	The route is substantially brushed in, in very poor condition or a particular burden for maintenance
Engineering	The route is the cause of safety concerns
Engineering	Necessary road, long term needed
Hydrology	Route impacts channels, floodplains, wetlands or riparian areas
Hydrology	Moderate risk to soil & water resources
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Riparian (MIS)	Proximate (within 1/2 mile)
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	Proximate to Brood Rearing Area (within 1 mile)
Wild Turkey (MIS)	High Summer Range
	Engineering: only about 2/10 of a mile is on the forest

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	☐	☐	☒

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	Yes
Public Uses	Yes
Other	No

Opportunities / Recommendations:

☐ 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: 30211

PS30211

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

☒ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☐ Other: ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 6.514278 miles
☒ Evidence of Construction: Graded in places ☒ Dual Track Use Level: High
☐ 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.37S R.4.5W S.36
Trail Number (if any): 33003A

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?	Yes
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
Commercial Ranching Facility	Fence	☒	☐	☐
Commercial Ranching Facility	Pond, Reservoir	☒	☐	☐
Lands / Special Uses	Route provides access for recreation or non-recreation special uses	☒	☐	☐
Lands / Special Uses	Necessary route			
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 specifically assists in fuels management	☒	☐	☐
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	☒	☐	☐
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	Necessary road, long term needed
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route has little/no impact on wildlife habitat and/or habitat effectiveness.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 4
Riparian (MIS)	9A - Riparian Management
Riparian (MIS)	Proximate (within 1/2 mile)
Wash	In
Wash	Cross
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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
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	☒	☐	☐
The route is a primary recreation access route, a designated system route, or a route with pending designation status (ie. Markagunt & High Desert trails?) Motorized	☒	☐	☐
ATV Use	☒	☐	☐
Camping - Primitive	☒	☐	☐
Dispersed Camping Site	☒	☐	☐
Equestrian	☐	☒	☐
Hiking	☐	☒	☐
Hunting	☒	☐	☐
Motorized Use Generally	☒	☐	☐
Mountain Biking	☐	☐	☒
OHV Touring Part of the Paunsagunt trail	☒	☐	☐
Wildlife Watching	☐	☒	☐
High use (summer or winter); part of summer loop route; part of designated route system; no alternate route to destination or 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

Opportunities / Recommendations:

☐ Close ☐ Limit* ☒ Open*

☒ Open to All Uses

☒ Maintenance Recommendations: Improve stream crossings and drainage

*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: 30212

PS30212

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 1.043957 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.4W S.18

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
Commercial Ranching Facility	Pond, Reservoir	☒	☐	☐
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 specifically assists in fuels management	☒	☐	☐
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	☒	☐	☐
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	Necessary road, long term needed
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 1
Wash	Cross
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
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

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	☒	☐	☐
Equestrian	☐	☐	☒
Hunting	☐	☒	☐
Motorized Use Generally	☐	☒	☐
OHV Touring	☒	☐	☐

Part of the proposed Paunsagunt trail

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

Opportunities / Recommendations:

☐ 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: 30214

PS30214

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.3063382 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: Route designation applies only to those portions of the route located on public land.

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
Township and Range: T.36S R.4.5W S.8

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
Administrative Uses	Vegetation Treatment	☒	☐	☐
Commercial Ranching Facility	Cattleguard	☒	☐	☐
Commercial Ranching Facility	Diversion Dam	☒	☐	☐
Commercial Ranching Facility	Fence	☒	☐	☐
Commercial Ranching Facility	Pond, Reservoir	☒	☐	☐
Commercial Ranching Facility	Range Pipeline	☒	☐	☐
Lands / Special Uses	Route provides access to private or other agency land	☒	☐	☐
Lands / Special Uses	Necessary route			
Private Property	Access	☒	☐	☐
Range	Road accesses permitee camps, water developments, or other improvements	☒	☐	☐
Range	Route has noxious weed issues	☒	☐	☐
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 specifically assists in fuels management	☒	☐	☐
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	☒	☐	☐
Wildland Fire	Route serves as an escape route for Wildland Urban Interface	☒	☐	☐
Wildland Fire	Necessary road. Provides access to lookout, helibase, large geographic area; provides a level of safety to public or firefolks			
	Lands: Possible easement or legal right-of-way			

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	Necessary road, long term needed
Hydrology	Route impacts channels, floodplains, wetlands or riparian areas
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	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 4
Wash	Cross
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Winter Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	Proximate to Brood Rearing Area (within 1 mile)
	Wildlife Botany: Claron plants

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)	☒	☐	☐
ATV Use	☐	☐	☒
Hunting	☐	☒	☐
Motorized Use Generally	☐	☐	☒
Other Firewood gathering	☒	☐	☐
Trailheads Medium to heavy (summer or winter use)	☒	☐	☐

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	Yes
Public Uses	Yes
Other	No

Opportunities / Recommendations:

☐ Close ☐ Limit* ☒ Open*

☒ Open to All Uses

☒ Maintenance Recommendations: Improve drainage and stream crossings

*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: 30214A

PS30214A

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.2850349 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: Route designation applies only to those portions of the route located on public land.

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
Township and Range: T.36S R.4.5W S.8

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
Administrative Uses	Vegetation Treatment	☒	☐	☐
Commercial Ranching Facility	Cattleguard	☒	☐	☐
Commercial Ranching Facility	Diversion Dam	☒	☐	☐
Commercial Ranching Facility	Fence	☒	☐	☐
Commercial Ranching Facility	Pond, Reservoir	☒	☐	☐
Commercial Ranching Facility	Range Pipeline	☒	☐	☐
Lands / Special Uses	Route provides access to private or other agency land	☒	☐	☐
Lands / Special Uses	Necessary route			
Private Property	Access	☒	☐	☐
Range	Road accesses permitee camps, water developments, or other improvements	☒	☐	☐
Range	Route has noxious weed issues	☒	☐	☐
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 specifically assists in fuels management	☒	☐	☐
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	☒	☐	☐
Wildland Fire	Route serves as an escape route for Wildland Urban Interface	☒	☐	☐
Wildland Fire	Necessary road. Provides access to lookout, helibase, large geographic area; provides a level of safety to public or firefolks			
	Lands: Possible easement or legal right-of-way			

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	Necessary road, long term needed
Hydrology	Route impacts channels, floodplains, wetlands or riparian areas
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	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 4
Wash	Cross
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Winter Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	Proximate to Brood Rearing Area (within 1 mile)
	Wildlife Botany: Claron plants

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)	☒	☐	☐
ATV Use	☐	☐	☒
Hunting	☐	☒	☐
Motorized Use Generally	☐	☐	☒
Other Firewood gathering	☒	☐	☐
Trailheads Medium to heavy (summer or winter use)	☒	☐	☐

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	Yes
Public Uses	Yes
Other	No

Opportunities / Recommendations:

☐ Close ☐ Limit* ☒ Open*

☒ Open to All Uses

☒ Maintenance Recommendations: Improve drainage and stream crossings

*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: 30214B

PS30214B

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.7425029 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: Route designation applies only to those portions of the route located on public land.

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District Staff	Closed	Route not needed by forest.

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
Township and Range: T.36S R.4.5W S.8

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
Administrative Uses	Vegetation Treatment	☒	☐	☐
Commercial Ranching Facility	Cattleguard	☒	☐	☐
Commercial Ranching Facility	Diversion Dam	☒	☐	☐
Commercial Ranching Facility	Fence	☒	☐	☐
Commercial Ranching Facility	Pond, Reservoir	☒	☐	☐
Commercial Ranching Facility	Range Pipeline	☒	☐	☐
Lands / Special Uses	Route provides access to private or other agency land	☒	☐	☐
Lands / Special Uses	Necessary route			
Private Property	Access	☒	☐	☐
Range	Road accesses permitee camps, water developments, or other improvements	☒	☐	☐
Range	Route has noxious weed issues	☒	☐	☐
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 specifically assists in fuels management	☒	☐	☐
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	☒	☐	☐
Wildland Fire	Route serves as an escape route for Wildland Urban Interface	☒	☐	☐
Wildland Fire	Necessary road. Provides access to lookout, helibase, large geographic area; provides a level of safety to public or firefolks			
	Lands: Possible easement or legal right-of-way			

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	Necessary road, long term needed
Hydrology	Route impacts channels, floodplains, wetlands or riparian areas
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	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 4
Wash	Cross
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Winter Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	Proximate to Brood Rearing Area (within 1 mile)
	Wildlife Botany: Claron plants

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)	☒	☐	☐
ATV Use	☐	☐	☒
Hunting	☐	☒	☐
Motorized Use Generally	☐	☐	☒
Other Firewood gathering	☒	☐	☐
Trailheads Medium to heavy (summer or winter use)	☒	☐	☐

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	Yes
Public Uses	Yes
Other	No

Opportunities / Recommendations:

☒ 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.

Other/Common Name: 30215

PS30215

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☒ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 4.221951 miles
☒ Evidence of Construction: Graded in places ☒ Dual Track Use Level: High
☐ 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.38S R.4.5W S.35
Trail Number (if any): 33003

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
Commercial Ranching Facility	Fence	☒	☐	☐
Commercial Ranching Facility	Spring Head Works	☐	☒	☐
Lands / Special Uses	Route provides access for recreation or non-recreation special uses	☒	☐	☐
Lands / Special Uses	Necessary route			
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 specifically assists in fuels management	☒	☐	☐
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	☒	☐	☐
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	Necessary road, long term needed
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route has little/no impact on wildlife habitat and/or habitat effectiveness.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 5
Riparian (MIS)	9A - Riparian Management
Riparian (MIS)	Proximate (within 1/2 mile)
Wash	Cross
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Goshawk (MIS) (TES)	In or Through Post Fledgling Area
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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
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	☒	☐	☐
The route is a primary recreation access route, a designated system route, or a route with pending designation status (ie. Markagunt & High Desert trails?) Motorized	☒	☐	☐
ATV Use	☒	☐	☐
Camping - Primitive	☐	☒	☐
Dispersed Camping Site	☐	☒	☐
Equestrian	☐	☐	☒
Hunting	☐	☒	☐
Motorized Use Generally	☐	☒	☐
OHV Touring Part of the Paunsagunt trail.	☒	☐	☐
Vistas, Sightseeing, Photography High use (summer or winter); part of summer loop route; part of designated route system; no alternate route to destination or 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

Opportunities / Recommendations:

☐ Close ☐ Limit* ☒ Open*

☒ Open to All Uses

☒ Maintenance Recommendations: Improve stream crossings and drainage.

*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: 30215A

PS30215A

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☒ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.2837637 miles
☒ Evidence of Construction: Graded in places ☒ Dual Track Use Level: High
☐ 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.38S R.4.5W S.35
Trail Number (if any): 33003

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
Commercial Ranching Facility	Fence	☒	☐	☐
Commercial Ranching Facility	Spring Head Works	☐	☒	☐
Lands / Special Uses	Route provides access for recreation or non-recreation special uses	☒	☐	☐
Lands / Special Uses	Necessary route			
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 specifically assists in fuels management	☒	☐	☐
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	☒	☐	☐
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	Necessary road, long term needed
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route has little/no impact on wildlife habitat and/or habitat effectiveness.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 5
Riparian (MIS)	9A - Riparian Management
Riparian (MIS)	Proximate (within 1/2 mile)
Wash	Cross
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Goshawk (MIS) (TES)	In or Through Post Fledgling Area
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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
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	☒	☐	☐
The route is a primary recreation access route, a designated system route, or a route with pending designation status (ie. Markagunt & High Desert trails?) Motorized	☒	☐	☐
ATV Use	☒	☐	☐
Camping - Primitive	☐	☒	☐
Dispersed Camping Site	☐	☒	☐
Equestrian	☐	☐	☒
Hunting	☐	☒	☐
Motorized Use Generally	☐	☒	☐
OHV Touring Part of the Paunsagunt trail.	☒	☐	☐
Vistas, Sightseeing, Photography	☐	☐	☒
High use (summer or winter); part of summer loop route; part of designated route system; no alternate route to destination or 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

Opportunities / Recommendations:

☐ Close ☐ Limit* ☒ Open*

☒ Open to All Uses

☒ Maintenance Recommendations: Improve stream crossings and drainage.

*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: 30215B

PS30215B

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☒ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 1.899868 miles
☒ Evidence of Construction: Graded in places ☒ Dual Track Use Level: High
☐ 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.38S R.4.5W S.35
Trail Number (if any): 33003

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
Commercial Ranching Facility	Fence	☒	☐	☐
Commercial Ranching Facility	Spring Head Works	☐	☒	☐
Lands / Special Uses	Route provides access for recreation or non-recreation special uses	☒	☐	☐
Lands / Special Uses	Necessary route			
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 specifically assists in fuels management	☒	☐	☐
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	☒	☐	☐
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	Necessary road, long term needed
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route has little/no impact on wildlife habitat and/or habitat effectiveness.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 5
Riparian (MIS)	9A - Riparian Management
Riparian (MIS)	Proximate (within 1/2 mile)
Wash	Cross
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Goshawk (MIS) (TES)	In or Through Post Fledgling Area
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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
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	☒	☐	☐
The route is a primary recreation access route, a designated system route, or a route with pending designation status (ie. Markagunt & High Desert trails?) Motorized	☒	☐	☐
ATV Use	☒	☐	☐
Camping - Primitive	☐	☒	☐
Dispersed Camping Site	☐	☒	☐
Equestrian	☐	☐	☒
Hunting	☐	☒	☐
Motorized Use Generally	☐	☒	☐
OHV Touring Part of the Paunsagunt trail.	☒	☐	☐
Vistas, Sightseeing, Photography High use (summer or winter); part of summer loop route; part of designated route system; no alternate route to destination or 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

Opportunities / Recommendations:

☐ Close ☐ Limit* ☒ Open*

☒ Open to All Uses

☒ Maintenance Recommendations: Improve stream crossings and drainage.

*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: 30223

PS30223

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 4.062742 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: Route designation applies only to those portions of the route located on public land.

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
Township and Range: T.36S R.5W S.1
Trail Number (if any): 33066

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? **Yes**

All of Part Officially-Recognized Right-of-Way	Yes
All or Part Officially-Recognized County Route	No
All or Part Officially-Recognized State Route	No
FLPMA	No

Access / Uses

Uses	Specifically	Primary	Secondary	Tertiary
Administrative Uses	Vegetation Treatment	☒	☐	☐
Commercial Ranching Facility	Cattleguard	☒	☐	☐
Commercial Ranching Facility	Fence	☒	☐	☐
Commercial Ranching Facility	Gate	☒	☐	☐
Lands / Special Uses	Route provides access for recreation or non-recreation special uses	☒	☐	☐
Lands / Special Uses	Route provides access to private or other agency land	☒	☐	☐
Lands / Special Uses	There is an easement or legal right-of-way	☒	☐	☐
Lands / Special Uses	Necessary route			
Range	Route has noxious weed issues	☒	☐	☐
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	☒	☐	☐
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 provides access to legal water sources	☒	☐	☐
Wildland Fire	Route serves as a main access for firefighting	☒	☐	☐
Wildland Fire	Route serves as an escape route for Wildland Urban Interface	☒	☐	☐
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	The route is substantially brushed in, in very poor condition or a particular burden for maintenance
Engineering	The route is the cause of safety concerns
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	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 6
Riparian (MIS)	Proximate (within 1/2 mile)
Wash	In
Wash	Cross
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Winter Range
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
Wild Turkey (MIS)	High Year-Long Range
	Wildlife Botany: Claron plants

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
Equestrian	☐	☐	☒
Hiking	☒	☐	☐
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

Opportunities / Recommendations:

☐ 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: 30223A

PS30223A

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.9833388 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: Route designation applies only to those portions of the route located on public land.

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
Township and Range: T.36S R.5W S.1
Trail Number (if any): 33066

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? **Yes**

All of Part Officially-Recognized Right-of-Way	Yes
All or Part Officially-Recognized County Route	No
All or Part Officially-Recognized State Route	No
FLPMA	No

Access / Uses

Uses	Specifically	Primary	Secondary	Tertiary
Administrative Uses	Vegetation Treatment	☒	☐	☐
Commercial Ranching Facility	Cattleguard	☒	☐	☐
Commercial Ranching Facility	Fence	☒	☐	☐
Commercial Ranching Facility	Gate	☒	☐	☐
Lands / Special Uses	Route provides access for recreation or non-recreation special uses	☒	☐	☐
Lands / Special Uses	Route provides access to private or other agency land	☒	☐	☐
Lands / Special Uses	There is an easement or legal right-of-way	☒	☐	☐
Lands / Special Uses	Necessary route			
Range	Route has noxious weed issues	☒	☐	☐
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	☒	☐	☐
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 provides access to legal water sources	☒	☐	☐
Wildland Fire	Route serves as a main access for firefighting	☒	☐	☐
Wildland Fire	Route serves as an escape route for Wildland Urban Interface	☒	☐	☐
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	The route is substantially brushed in, in very poor condition or a particular burden for maintenance
Engineering	The route is the cause of safety concerns
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	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 6
Riparian (MIS)	Proximate (within 1/2 mile)
Wash	In
Wash	Cross
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Winter Range
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
Wild Turkey (MIS)	High Year-Long Range
	Wildlife Botany: Claron plants

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
Equestrian	☐	☐	☒
Hiking	☒	☐	☐
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

Opportunities / Recommendations:

☐ 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: 30223B

PS30223B

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 1.321408 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: Route designation applies only to those portions of the route located on public land.

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
Township and Range: T.36S R.5W S.1
Trail Number (if any): 33066

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? **Yes**

All of Part Officially-Recognized Right-of-Way	Yes
All or Part Officially-Recognized County Route	No
All or Part Officially-Recognized State Route	No
FLPMA	No

Access / Uses

Uses	Specifically	Primary	Secondary	Tertiary
Administrative Uses	Vegetation Treatment	☒	☐	☐
Commercial Ranching Facility	Cattleguard	☒	☐	☐
Commercial Ranching Facility	Fence	☒	☐	☐
Commercial Ranching Facility	Gate	☒	☐	☐
Lands / Special Uses	Route provides access for recreation or non-recreation special uses	☒	☐	☐
Lands / Special Uses	Route provides access to private or other agency land	☒	☐	☐
Lands / Special Uses	There is an easement or legal right-of-way	☒	☐	☐
Lands / Special Uses	Necessary route			
Range	Route has noxious weed issues	☒	☐	☐
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	☒	☐	☐
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 provides access to legal water sources	☒	☐	☐
Wildland Fire	Route serves as a main access for firefighting	☒	☐	☐
Wildland Fire	Route serves as an escape route for Wildland Urban Interface	☒	☐	☐
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	The route is substantially brushed in, in very poor condition or a particular burden for maintenance
Engineering	The route is the cause of safety concerns
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	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 6
Riparian (MIS)	Proximate (within 1/2 mile)
Wash	In
Wash	Cross
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Winter Range
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
Wild Turkey (MIS)	High Year-Long Range
	Wildlife Botany: Claron plants

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
Equestrian	☐	☐	☒
Hiking	☒	☐	☐
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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: 30223D

PS30223D

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.166367 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: Route designation applies only to those portions of the route located on public land.

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District Staff	Closed	route is not needed by the forest.

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
Township and Range: T.36S R.5W S.1
Trail Number (if any): 33066

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
Administrative Uses	Vegetation Treatment	☒	☐	☐
Commercial Ranching Facility	Cattleguard	☒	☐	☐
Commercial Ranching Facility	Fence	☒	☐	☐
Commercial Ranching Facility	Gate	☒	☐	☐
Lands / Special Uses	Route provides access for recreation or non-recreation special uses	☒	☐	☐
Lands / Special Uses	Route provides access to private or other agency land	☒	☐	☐
Lands / Special Uses	There is an easement or legal right-of-way	☒	☐	☐
Lands / Special Uses	Necessary route			
Range	Route has noxious weed issues	☒	☐	☐
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	☒	☐	☐
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 provides access to legal water sources	☒	☐	☐
Wildland Fire	Route serves as a main access for firefighting	☒	☐	☐
Wildland Fire	Route serves as an escape route for Wildland Urban Interface	☒	☐	☐
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	The route is substantially brushed in, in very poor condition or a particular burden for maintenance
Engineering	The route is the cause of safety concerns
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	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 6
Riparian (MIS)	Proximate (within 1/2 mile)
Wash	In
Wash	Cross
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Winter Range
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
Wild Turkey (MIS)	High Year-Long Range
	Wildlife Botany: Claron plants

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
Equestrian	☐	☐	☒
Hiking	☒	☐	☐
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	Yes
Public Uses	Yes
Other	No

Opportunities / Recommendations:

☒ 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.

Other/Common Name: 30233

PS30233

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 7.161601 miles
☒ Evidence of Construction: Graded in places ☒ Dual Track Use Level: High
☐ 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.37S R.4W S.19
Trail Number (if any): 33003

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?	Yes
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
Commercial Ranching Facility	Cattleguard	☒	☐	☐
Commercial Ranching Facility	Fence	☒	☐	☐
Commercial Ranching Facility	Spring Head Works	☒	☐	☐
Commercial Ranching Facility	Trough	☒	☐	☐
Lands / Special Uses	Route provides access for recreation or non-recreation special uses	☒	☐	☐
Lands / Special Uses	Necessary route			
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 specifically assists in fuels management	☒	☐	☐
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	☒	☐	☐
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	Necessary road, long term needed
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route has little/no impact on wildlife habitat and/or habitat effectiveness.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 2
Riparian (MIS)	9A - Riparian Management
Riparian (MIS)	Proximate (within 1/2 mile)
Wash	Cross
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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
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	☒	☐	☐
The route is a primary recreation access route, a designated system route, or a route with pending designation status (ie. Markagunt & High Desert trails?) Motorized	☒	☐	☐
ATV Use	☒	☐	☐
Camping - Primitive	☒	☐	☐
Dispersed Camping Site	☒	☐	☐
Equestrian	☐	☒	☐
Hunting	☒	☐	☐
Motorized Use Generally	☒	☐	☐
OHV Touring	☒	☐	☐

Part of the Paunsagunt Trail

High use (summer or winter); part of summer loop route; part of designated route system; no alternate route to destination or 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

Opportunities / Recommendations:

☐ 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: 30242

PS30242

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 4.024807 miles
☒ Evidence of Construction: Graded in places ☒ Dual Track Use Level: High
☐ 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.39S R.4W S.10
Trail Number (if any): 33066

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?	Yes
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
Commercial Ranching Facility	Cattleguard	☒	☐	☐
Commercial Ranching Facility	Fence	☒	☐	☐
Commercial Ranching Facility	Trough	☒	☐	☐
Lands / Special Uses	Route provides access to private or other agency land	☒	☐	☐
Lands / Special Uses	Route provides convenient access			
Range	Road accesses permitee camps, water developments, or other improvements	☒	☐	☐
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	☒	☐	☐
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	The route is substantially brushed in, in very poor condition or a particular burden for maintenance
Engineering	Necessary road, long term needed
Hydrology	Route impacts channels, floodplains, wetlands or riparian areas
Hydrology	Moderate risk to soil & water resources
Wildlife / Botany	Route has little/no impact on wildlife habitat and/or habitat effectiveness.
Back Country Proposal (Forest Plan Revision)	Impacts Back Country Proposal
Inventoried Roadless Area	In or Through Fishhook
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 1
Wash	Cross
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Elk (MIS)	Substantial Year-Long Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Year-Long 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
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	☒	☐	☐
The route is a primary recreation access route, a designated system route, or a route with pending designation status (ie. Markagunt & High Desert trails?) Motorized	☒	☐	☐
ATV Use	☐	☐	☒
Equestrian	☐	☐	☒
Hiking Part of the Grand View Trail	☒	☐	☐
Hunting	☐	☒	☐
Motorized Use Generally	☐	☐	☒
Trailheads	☒	☐	☐
High use (summer or winter); part of summer loop route; part of designated route system; no alternate route to destination or 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

Opportunities / Recommendations:

☐ Close ☐ Limit* ☒ Open*

☒ Open to All Uses

☒ Maintenance Recommendations: Improve the 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.

Other/Common Name: 30242A

PS30242A

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.1749842 miles
☒ Evidence of Construction: Graded in places ☒ Dual Track Use Level: High
☐ 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.39S R.4W S.10
Trail Number (if any): 33066

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?	Yes
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
Commercial Ranching Facility	Cattleguard	☒	☐	☐
Commercial Ranching Facility	Fence	☒	☐	☐
Commercial Ranching Facility	Trough	☒	☐	☐
Lands / Special Uses	Route provides access to private or other agency land	☒	☐	☐
Lands / Special Uses	Route provides convenient access			
Range	Road accesses permitee camps, water developments, or other improvements	☒	☐	☐
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	☒	☐	☐
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	The route is substantially brushed in, in very poor condition or a particular burden for maintenance
Engineering	Necessary road, long term needed
Hydrology	Route impacts channels, floodplains, wetlands or riparian areas
Hydrology	Moderate risk to soil & water resources
Wildlife / Botany	Route has little/no impact on wildlife habitat and/or habitat effectiveness.
Back Country Proposal (Forest Plan Revision)	Impacts Back Country Proposal
Inventoried Roadless Area	In or Through Fishhook
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 1
Wash	Cross
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Elk (MIS)	Substantial Year-Long Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Year-Long 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
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	☒	☐	☐
The route is a primary recreation access route, a designated system route, or a route with pending designation status (ie. Markagunt & High Desert trails?) Motorized	☒	☐	☐
ATV Use	☐	☐	☒
Equestrian	☐	☐	☒
Hiking Part of the Grand View Trail	☒	☐	☐
Hunting	☐	☒	☐
Motorized Use Generally	☐	☐	☒
Trailheads High use (summer or winter); part of summer loop route; part of designated route system; no alternate route to destination or 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

Opportunities / Recommendations:

☐ Close ☒ Limit* ☐ Open*

☒ Limits:

☒ 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

*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: 30249

PS30249

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☒ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 3.964718 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.39S R.4W S.5

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 specifically assists in fuels management	☒	☐	☐
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	☒	☐	☐
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	Necessary road, long term needed
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Riparian (MIS)	Proximate (within 1/2 mile)
Wash	Proximate
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☒	☐
Equestrian	☐	☒	☐
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

Opportunities / Recommendations:

☐ 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: 30302

PS30302

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☒ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 3.779761 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:

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
Township and Range: T.36S R.4W S.17

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
Commercial Ranching Facility	Cattleguard	☒	☐	☐
Commercial Ranching Facility	Fence	☐	☒	☐
Commercial Ranching Facility	Pond, Reservoir	☒	☐	☐
Commercial Ranching Facility	Range Pipeline	☐	☒	☐
Lands / Special Uses	Route provides convenient access			
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 specifically assists in fuels management	☒	☐	☐
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	☒	☐	☐
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	Necessary road, long term needed
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	Route has little/no impact on wildlife habitat and/or habitat effectiveness.
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 2
Wash	In
Wash	Cross
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	In or Through Brood Rearing Area
	Wildlife Botany: UPD colony near road. Stage Two reflected as "2" which is between "Route has little/no impact on wildlife habitat and/or habitat effectiveness" and "Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk"

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)	☒	☐	☐
ATV Use	☒	☐	☐
Hunting	☒	☐	☐
Motorized Use Generally	☐	☒	☐
OHV Touring Proposed Fremont Trail/ Paunsagunt trail	☒	☐	☐
Wildlife Watching Medium to heavy (summer or winter use)	☐	☒	☐

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

Opportunities / Recommendations:

☐ 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: 30572

PS30572

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

☒ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.3060546 miles
☒ Evidence of Construction: Graded ☐ Dual Track Use Level: High
☒ Regularly Maintained ☒ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

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

Additional Information:

Maintenance Level: 3 - SUITABLE FOR PASSENGER CARS

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?	Yes
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
Administrative Uses	Administrative Site	☒	☐	☐
Lands / Special Uses	Route provides access for recreation or non-recreation special uses	☒	☐	☐
Lands / Special Uses	Necessary route			
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	Necessary route, possible haul route, long term needed			
Wildland Fire	Route provides access to legal water sources	☒	☐	☐
Wildland Fire	Route serves as a main access for firefighting	☒	☐	☐
Wildland Fire	Route serves as an escape route for Wildland Urban Interface	☒	☐	☐
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	Necessary road, long term needed
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route has little/no impact on wildlife habitat and/or habitat effectiveness.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 2
Riparian (MIS)	Proximate (within 1/2 mile)
Riparian (MIS)	Cross
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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
Route has unique destination and/or provide a satisfying experience for its type and setting (ie. good scenery, overlook, campsite, historical site, water body)	☒	☐	☐
The route is a primary recreation access route, a designated system route, or a route with pending designation status (ie. Markagunt & High Desert trails?) Motorized	☒	☐	☐
ATV Load/Unload	☐	☒	☐
ATV Use	☐	☒	☐
Boating and Water Access	☒	☐	☐
Camping - Primitive	☒	☐	☐
Dispersed Camping Site	☒	☐	☐
Equestrian	☐	☒	☐
Fishing	☐	☒	☐
Hiking	☐	☒	☐
Motorized Use Generally	☒	☐	☐
Mountain Biking	☐	☒	☐
OHV Touring Part of the Paunsagunt trail	☒	☐	☐
Vistas, Sightseeing, Photography	☐	☒	☐
Wildlife Watching	☐	☒	☐
High use (summer or winter); part of summer loop route; part of designated route system; no alternate route to destination or 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

Opportunities / Recommendations:

☐ 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: 30572A

PS30572A

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other: ☒ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.5815679 miles
☒ Evidence of Construction: Graded ☐ Dual Track Use Level: High
☒ Regularly Maintained ☒ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

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

Additional Information:

Maintenance Level: 3 - SUITABLE FOR PASSENGER CARS
Township and Range: T.37S R.4W S.7

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
Administrative Uses	Administrative Site	☒	☐	☐
Lands / Special Uses	Route provides access for recreation or non-recreation special uses	☒	☐	☐
Lands / Special Uses	Necessary route			
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	Necessary route, possible haul route, long term needed			
Wildland Fire	Route provides access to legal water sources	☒	☐	☐
Wildland Fire	Route serves as a main access for firefighting	☒	☐	☐
Wildland Fire	Route serves as an escape route for Wildland Urban Interface	☒	☐	☐
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	Necessary road, long term needed
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route has little/no impact on wildlife habitat and/or habitat effectiveness.
Riparian (MIS)	Proximate (within 1/2 mile)
Wash	Proximate
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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
Route has unique destination and/or provide a satisfying experience for its type and setting (ie. good scenery, overlook, campsite, historical site, water body)	☒	☐	☐
The route is a primary recreation access route, a designated system route, or a route with pending designation status (ie. Markagunt & High Desert trails?) Motorized	☒	☐	☐
ATV Use	☐	☐	☒
Camping - Developed	☒	☐	☐
Commercial Recreation Permit	☒	☐	☐
Equestrian	☐	☐	☒
Family Camp/ Group Camp	☒	☐	☐
Hiking	☐	☒	☐
Motorized Use Generally	☐	☒	☐
Mountain Biking	☐	☒	☐
Trailheads	☒	☐	☐
High use (summer or winter); part of summer loop route; part of designated route system; no alternate route to destination or 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

Opportunities / Recommendations:

☐ 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: 30577

PS30577

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 1.088012 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.37S R.4.5W S.34

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
Commercial Ranching Facility	Fence	☐	☒	☐
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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 1
Riparian (MIS)	9A - Riparian Management
Riparian (MIS)	Proximate (within 1/2 mile)
Wash	Cross
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: 30578

PS30578

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.3130403 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.37S R.4.5W S.32

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
Commercial Ranching Facility	Pond, Reservoir	☒	☐	☐
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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☒	☒
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

Opportunities / Recommendations:

☐ 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

*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: 30578A

PS30578A

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.7191986 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.37S R.4.5W S.32

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
Commercial Ranching Facility	Pond, Reservoir	☒	☐	☐
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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☒	☒
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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: 30579

PS30579

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.2734973 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.37S R.4.5W S.28

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☐ 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

*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: 30580

PS30580

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☒ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.5240182 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.37S R.4.5W S.35

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Riparian (MIS)	9A - Riparian Management
Riparian (MIS)	Proximate (within 1/2 mile)
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☒	☐
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☐ 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

*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: 30580A

PS30580A

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☒ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.3255174 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.37S R.4.5W S.35

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Riparian (MIS)	9A - Riparian Management
Riparian (MIS)	Proximate (within 1/2 mile)
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☒	☐
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: 30581

PS30581

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.3111257 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.37S R.4.5W 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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Riparian (MIS)	9A - Riparian Management
Riparian (MIS)	Proximate (within 1/2 mile)
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☐ 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

*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: 30585

PS30585

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.5351098 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.37S R.4.5W S.28

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☐ 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

*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: 30586

PS30586

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.1985977 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.37S R.4.5W S.21

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 1
Wash	In
Soils	Route Subject to Erosion Concerns
Route Proliferation Area	In or Through
Route Proliferation Area	Concern
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: 30586A

PS30586A

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.1005611 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: This is the southern piece of the route.

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
Township and Range: T.37S R.4.5W S.21

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: 30588

PS30588

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 1.034598 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.38S R.5W 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
Commercial Ranching Facility	Spring Head Works	☒	☐	☐
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 specifically assists in fuels management	☒	☐	☐
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	☒	☐	☐
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	Necessary road, long term needed
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 1
Wash	In
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☐ 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

*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: 30589

PS30589

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 1.061101 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.38S R.4.5W S.16

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
Commercial Ranching Facility	Fence	☒	☐	☐
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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 1
Riparian (MIS)	9A - Riparian Management
Riparian (MIS)	Cross
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☒	☐
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☐ 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

*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: 30589A

PS30589A

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.2830165 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.38S R.4.5W S.16

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
Commercial Ranching Facility	Fence	☒	☐	☐
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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 1
Riparian (MIS)	9A - Riparian Management
Riparian (MIS)	Cross
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☒	☐
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: 30590

PS30590

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 7.391195E-02 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.38S R.4.5W S.13
Trail Number (if any): 33001

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
Commercial Ranching Facility	Fence	☒	☐	☐
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	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**

Resource/Concern	Specifically
Engineering	The route is substantially brushed in, in very poor condition or a particular burden for maintenance
Engineering	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 10
Riparian (MIS)	9A - Riparian Management
Riparian (MIS)	Proximate (within 1/2 mile)
Wash	In
Wash	Cross
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☒	☐	☐
Camping - Primitive	☒	☐	☐
Dispersed Camping Site	☒	☐	☐
Equestrian	☐	☒	☐
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

Opportunities / Recommendations:

☐ 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: 30590A

PS30590A

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 2.520721 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.38S R.4.5W S.13
Trail Number (if any): 33001

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
Commercial Ranching Facility	Fence	☒	☐	☐
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	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**

Resource/Concern	Specifically
Engineering	The route is substantially brushed in, in very poor condition or a particular burden for maintenance
Engineering	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 10
Riparian (MIS)	9A - Riparian Management
Riparian (MIS)	Proximate (within 1/2 mile)
Wash	In
Wash	Cross
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☒	☐	☐
Camping - Primitive	☒	☐	☐
Dispersed Camping Site	☒	☐	☐
Equestrian	☐	☒	☐
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

Opportunities / Recommendations:

☐ 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: 30591

PS30591

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.3039406 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.37S R.4.5W S.24

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Riparian (MIS)	Proximate (within 1/2 mile)
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Camping - Primitive	☒	☐	☐
Dispersed Camping Site	☒	☐	☐
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☐ 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: 30592

PS30592

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.3511825 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.4.5W S.24

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Riparian (MIS)	Proximate (within 1/2 mile)
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: 30593

PS30593

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.3536946 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.37S R.4.5W S.23

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Riparian (MIS)	Proximate (within 1/2 mile)
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: 30594

PS30594

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.3731092 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.37S R.4.5W S.23

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Riparian (MIS)	Proximate (within 1/2 mile)
Wash	Proximate
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: 30595

PS30595

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.2041126 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.37S R.4.5W S.23

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 1
Riparian (MIS)	Proximate (within 1/2 mile)
Wash	In
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: 30596

PS30596

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.362249 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.37S R.4.5W S.23

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 1
Riparian (MIS)	Proximate (within 1/2 mile)
Wash	Cross
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Dispersed Camping Site	☐	☒	☐
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: 30597

PS30597

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.3343284 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.37S R.R4.5W S.23

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 4
Riparian (MIS)	Proximate (within 1/2 mile)
Wash	In
Wash	Cross
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☒	☐
Camping - Primitive	☒	☐	☐
Dispersed Camping Site	☒	☐	☐
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☐ 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: 30598

PS30598

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.1903846 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.37S R.4.5W S.23

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Riparian (MIS)	Proximate (within 1/2 mile)
Wash	Proximate
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: 30599

PS30599

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.3012384 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:

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District Staff	Limit	limit to atv only

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
Township and Range: T.37S R.4.5W S.20
Trail Number (if any): 33003

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Wash	Proximate
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☒	☐	☐
Equestrian	☐	☐	☒
Hunting	☐	☒	☐
Motorized Use Generally	☐	☒	☐
OHV Touring	☒	☐	☐

Part of the Paunsagunt trail

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

Opportunities / Recommendations:

☐ Close ☒ Limit* ☐ Open*

☒ Limits:

☒ 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

*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: 30600

PS30600

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.4065543 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.37S R.4.5W S.16

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☐ 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

*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: 30601

PS30601

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.6521102 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.37S R.4.5W S.8
Trail Number (if any): 33071

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
Commercial Ranching Facility	Spring Head Works	☒	☐	☐
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 specifically assists in fuels management	☒	☐	☐
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	☒	☐	☐
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	Necessary road, long term needed
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 1
Wash	Cross
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Goshawk (MIS) (TES)	In or Through Post Fledgling Area
Mule Deer (MIS)	High Summer 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	☐	☐	☒
Camping - Primitive	☒	☐	☐
Dispersed Camping Site	☒	☐	☐
Equestrian	☐	☐	☒
Hiking Part of the Grand View trail	☐	☒	☐
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

Opportunities / Recommendations:

☐ 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: 30602

PS30602

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.3998351 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.39S R.4.5W S.13

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			
Utilities	Other Communications special use site	☒	☐	☐
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	Necessary route, possible haul route, long term needed			
Wildland Fire	Route serves as a main access for firefighting	☒	☐	☐
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	Necessary road, long term needed
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Camping - Primitive	☒	☐	☐
Dispersed Camping Site	☒	☐	☐
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☐ 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: 30603

PS30603

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.4301738 miles
☒ Evidence of Construction: Graded ☐ Dual Track Use Level: High
☒ Regularly Maintained ☒ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

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

Additional Information:

Maintenance Level: 3 - SUITABLE FOR PASSENGER CARS
Township and Range: T.37S R.4W S.6
Trail Number (if any): 33021

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
Administrative Uses	Administrative Site	☒	☐	☐
Lands / Special Uses	Route provides convenient access			
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	Necessary route, possible haul route, long term needed			
Wildland Fire	Route provides access to legal water sources	☒	☐	☐
Wildland Fire	Route serves as a main access for firefighting	☒	☐	☐
Wildland Fire	Route serves as an escape route for Wildland Urban Interface	☒	☐	☐
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	Necessary road, long term needed
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route has little/no impact on wildlife habitat and/or habitat effectiveness.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 3
Riparian (MIS)	Proximate (within 1/2 mile)
Wash	Cross
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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
Route has unique destination and/or provide a satisfying experience for its type and setting (ie. good scenery, overlook, campsite, historical site, water body)	☒	☐	☐
The route is a primary recreation access route, a designated system route, or a route with pending designation status (ie. Markagunt & High Desert trails?) Motorized	☒	☐	☐
ATV Use	☐	☒	☐
Camping - Developed	☒	☐	☐
Equestrian	☐	☒	☐
Family Camp/ Group Camp	☒	☐	☐
Hiking	☐	☒	☐
Hunting	☐	☒	☐
Mountain Biking	☐	☒	☐
OHV Touring	☐	☒	☐
Parking Area	☐	☒	☐
High use (summer or winter); part of summer loop route; part of designated route system; no alternate route to destination or 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

Opportunities / Recommendations:

☐ 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: 30604

PS30604

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 6.975447E-02 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.37S R.4W S.6

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 1
Riparian (MIS)	Proximate (within 1/2 mile)
Wash	Cross
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☐ 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

*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: 30604A

PS30604A

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.4019177 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.37S R.4W S.6

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 1
Riparian (MIS)	Proximate (within 1/2 mile)
Wash	Cross
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: 30605

PS30605

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.8841476 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.37S R.4W S.6

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Riparian (MIS)	Proximate (within 1/2 mile)
Wash	Proximate
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Camping - Primitive	☒	☐	☐
Dispersed Camping Site	☒	☐	☐
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☐ 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: 30606

PS30606

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.4618325 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.37S R.4.5W 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	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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Wash	Proximate
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: 30607

PS30607

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.7290978 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.37S R.4.5W 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	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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Riparian (MIS)	Proximate (within 1/2 mile)
Wash	Proximate
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: 30608

PS30608

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.8822736 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.39S R.4.5W 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			
Utilities	Other Communications special use site	☒	☐	☐
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	Necessary route, possible haul route, long term needed			
Wildland Fire	Route serves as a main access for firefighting	☒	☐	☐
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	Necessary road, long term needed
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Camping - Primitive	☒	☐	☐
Dispersed Camping Site	☒	☐	☐
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒
Vistas, Sightseeing, Photography	☒	☐	☐

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

Opportunities / Recommendations:

☐ 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: 30609

PS30609

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.4629139 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.38S R.5W S.36

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☐ 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

*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: 30610

PS30610

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.6474445 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.38S R.4.5W S.35

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☐ 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

*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: 30611

PS30611

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.4754842 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.39S R.4W S.6

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Riparian (MIS)	9A - Riparian Management
Riparian (MIS)	Proximate (within 1/2 mile)
Elk (MIS)	High Summer Range
Goshawk (MIS) (TES)	In or Through Post Fledgling Area
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☐ 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

*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: 30621

PS30621

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☒ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 1.92206 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.39S R.4.5W 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	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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Wash	Proximate
Elk (MIS)	High Summer Range
Goshawk (MIS) (TES)	In or Through Post Fledgling Area
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☒	☐
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☐ 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: 30623

PS30623

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.8651635 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.39S R.4.5W S.11

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☐ 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

*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: 30627

PS30627

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.7879792 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.39S R.4.5W S.11

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Elk (MIS)	High Summer Range
Goshawk (MIS) (TES)	In or Through Post Fledgling Area
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☒	☐
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☐ 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

*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: 30632

PS30632

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.7609758 miles
☒ Evidence of Construction: Graded in places ☒ Dual Track Use Level: High
☐ 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.39S R.4.5W S.11
Trail Number (if any): 33003

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
Commercial Ranching Facility	Spring Head Works	☒	☐	☐
Lands / Special Uses	Route provides access for recreation or non-recreation special uses	☒	☐	☐
Lands / Special Uses	Necessary route			
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 specifically assists in fuels management	☒	☐	☐
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	☒	☐	☐
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	Necessary road, long term needed
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route has little/no impact on wildlife habitat and/or habitat effectiveness.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 1
Wash	Cross
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Elk (MIS)	Substantial Year-Long Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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
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	☒	☐	☐
The route is a primary recreation access route, a designated system route, or a route with pending designation status (ie. Markagunt & High Desert trails?) Motorized	☒	☐	☐
ATV Use	☒	☐	☐
Camping - Primitive	☒	☐	☐
Dispersed Camping Site	☒	☐	☐
Equestrian	☐	☒	☐
Hunting	☐	☒	☐
Motorized Use Generally	☐	☒	☐
OHV Touring Part of the Paunsagunt Trail.	☒	☐	☐
Vistas, Sightseeing, Photography	☐	☒	☐
Wildlife Watching	☐	☒	☐
High use (summer or winter); part of summer loop route; part of designated route system; no alternate route to destination or 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

Opportunities / Recommendations:

☐ Close ☐ Limit* ☒ Open*

☒ Open to All Uses

☒ Maintenance Recommendations: Improve drainage and stream crossing

*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: 30634

PS30634

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.9175969 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.39S R.5W S.2

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Wash	In
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Goshawk (MIS) (TES)	In or Through Post Fledgling Area
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒
Vistas, Sightseeing, Photography	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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

*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: 30635

PS30635

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.2772439 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.39S R.5W S.10

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Elk (MIS)	High Summer Range
Goshawk (MIS) (TES)	In or Through Post Fledgling Area
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒
Vistas, Sightseeing, Photography	☐	☒	☐
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

Opportunities / Recommendations:

☐ 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

*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: 30636

PS30636

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.2603649 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:

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District Staff	Closed	close to all uses

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
Township and Range: T.39S R.5W 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

Uses	Specifically	Primary	Secondary	Tertiary
Commercial Ranching Facility	Pond, Reservoir	☒	☐	☐
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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Wash	In
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: 30637

PS30637

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.6705809 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.39S R.5W S.24

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☒	☐
Equestrian	☐	☐	☒
Hunting	☐	☒	☐
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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: 30638

PS30638

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 1.215324 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: Route designation applies only to those portions of the route located on public land.

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
Township and Range: T.39S R.5W S.20

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
Commercial Ranching Facility	Spring Head Works	☒	☐	☐
Commercial Ranching Facility	Trough	☒	☐	☐
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	Not likely to be needed in foreseeable future			
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	Not likely to be needed in forseeable future
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route has little/no impact on wildlife habitat and/or habitat effectiveness.
Streams and Lakes	Within 200' of Stream(s)
Wash	In
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
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

Opportunities / Recommendations:

☐ 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

*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: 30639

PS30639

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 1.909581 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:

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District Staff	Open	open to all uses

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
Township and Range: T.37S R.3W S.31

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
Commercial Ranching Facility	Cattleguard	☒	☐	☐
Commercial Ranching Facility	Fence	☒	☐	☐
Commercial Ranching Facility	Pond, Reservoir	☒	☐	☐
Lands / Special Uses	Route provides access to private or other agency land	☒	☐	☐
Lands / Special Uses	Route provides convenient access			
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	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	The route is substantially brushed in, in very poor condition or a particular burden for maintenance
Engineering	Necessary road, long term needed
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route has little/no impact on wildlife habitat and/or habitat effectiveness.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 4
Wash	In
Wash	Cross
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Mule Deer (MIS)	Substantial Winter Range
Wild Turkey (MIS)	High Year-Long 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
Route provides an opportunity to improve a trail system (motorized or non-motorized) or other recreational activity	☒	☐	☐
ATV Use	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☐ 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

*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: 30639A

PS30639A

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length:
☒ 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: Route is on BLM

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District Staff		route is entirely on BLM

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
Township and Range: T.37S R.3W S.31

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
Commercial Ranching Facility	Cattleguard	☒	☐	☐
Commercial Ranching Facility	Fence	☒	☐	☐
Commercial Ranching Facility	Pond, Reservoir	☒	☐	☐
Lands / Special Uses	Route provides access to private or other agency land	☒	☐	☐
Lands / Special Uses	Route provides convenient access			
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	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	The route is substantially brushed in, in very poor condition or a particular burden for maintenance
Engineering	Necessary road, long term needed
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route has little/no impact on wildlife habitat and/or habitat effectiveness.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 4
Wash	In
Wash	Cross
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Mule Deer (MIS)	Substantial Winter Range
Wild Turkey (MIS)	High Year-Long 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
Route provides an opportunity to improve a trail system (motorized or non-motorized) or other recreational activity	☒	☐	☐
ATV Use	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☐ 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

*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: 30640

PS30640

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☒ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.3709913 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:

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District Staff	Limit	limit to admin the portion of the route used by NPS and close the rest.

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
Township and Range: T.37S R.4W S.1

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
Commercial Ranching Facility	Fence	☒	☐	☐
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 specifically assists in fuels management	☒	☐	☐
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	☒	☐	☐
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	Necessary road, long term needed
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Wash	Proximate
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	Proximate to Brood Rearing Area (within 1 mile)
Wild Turkey (MIS)	High Summer 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	☐	☒	☐
Equestrian	☐	☒	☐
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

Opportunities / Recommendations:

☐ 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

*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: 30640A

PS30640A

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☒ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 1.61003 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:

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District Staff	Closed	Route is not necessary.

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
Township and Range: T.37S R.4W S.1

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
Commercial Ranching Facility	Fence	☒	☐	☐
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 specifically assists in fuels management	☒	☐	☐
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	☒	☐	☐
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	Necessary road, long term needed
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Wash	Proximate
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	Proximate to Brood Rearing Area (within 1 mile)
Wild Turkey (MIS)	High Summer 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	☐	☒	☐
Equestrian	☐	☒	☐
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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: 30641

PS30641

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.621312 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.4W S.30

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 1
Riparian (MIS)	Proximate (within 1/2 mile)
Wash	Cross
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	Proximate to Brood Rearing Area (within 1 mile)

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	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: 30645

PS30645

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☒ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.943162 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.39S R.4.5W 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	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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Elk (MIS)	High Summer Range
Goshawk (MIS) (TES)	In or Through Post Fledgling Area
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☒	☐
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☐ 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

*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: 30647

PS30647

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 2.564078 miles
☒ Evidence of Construction: Graded in places ☒ Dual Track Use Level: High
☐ 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.4W S.5
Trail Number (if any): 33002

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
Commercial Ranching Facility	Cattleguard	☒	☐	☐
Commercial Ranching Facility	Enclosed Tank, Trick Tank	☐	☒	☐
Commercial Ranching Facility	Fence	☒	☐	☐
Commercial Ranching Facility	Pond, Reservoir	☐	☒	☐
Commercial Ranching Facility	Range Pipeline	☒	☐	☐
Commercial Ranching Facility	Tank	☒	☐	☐
Lands / Special Uses	Route provides access for recreation or non-recreation special uses	☒	☐	☐
Lands / Special Uses	Necessary route			
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 specifically assists in fuels management	☒	☐	☐
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	☒	☐	☐
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	Necessary road, long term needed
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	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	Proximate to Brood Rearing Area (within 1 mile)
Utah Prairie Dogs	In/Through Known Sites
	Wildlife Botany: Johnson Utah Prairie Dog

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	☒	☐	☐
The route is a primary recreation access route, a designated system route, or a route with pending designation status (ie. Markagunt & High Desert trails?) Motorized	☒	☐	☐
ATV Use	☒	☐	☐
Equestrian	☐	☒	☐
Hiking	☐	☒	☐
Horse Camp	☐	☒	☐
Hunting	☒	☐	☐
Motorized Use Generally	☒	☐	☐
OHV Touring Part of the Fremont trail system	☒	☐	☐
SUV Touring	☐	☒	☐
Vistas, Sightseeing, Photography	☐	☒	☐
Wildlife Watching	☐	☒	☐
High use (summer or winter); part of summer loop route; part of designated route system; no alternate route to destination or 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

Opportunities / Recommendations:

☐ 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: 30648

PS30648

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.4629631 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:

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District Staff	Limit	route needs to be limited to admin under all alts.

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
Township and Range: T.36S R.4W S.25

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
Administrative Uses	Other Sewage disposal ponds	☒	☐	☐
Commercial Ranching Facility	Fence	☒	☐	☐
Commercial Ranching Facility	Gate	☒	☐	☐
Lands / Special Uses	Route provides access for recreation or non-recreation special uses	☒	☐	☐
Lands / Special Uses	Route provides access to private or other agency land	☒	☐	☐
Lands / Special Uses	Necessary route			
Range	Not likely to be needed in forseeable future			
Vegetation (Timber and Fuels) - Sales and Management	Not likely to be needed in foreseeable future			
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	Necessary road, long term needed
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	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Wash	Proximate
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	Proximate to Brood Rearing Area (within 1 mile)
Wild Turkey (MIS)	High Summer Range
Other Wildlife	Other
	Utah Prairie Dogs
	Wildlife Botany: Utah Prairie Dog

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? **No**

Route Redundancy

Can the commercial or private-property 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
Other	No

Opportunities / Recommendations:

☐ 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

*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: 30650

PS30650

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☒ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 1.016299 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: Route designation applies only to those portions of the route located on public land.

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
Township and Range: T.36S R.3W S.18

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
Commercial Ranching Facility	Fence	☒	☐	☐
Lands / Special Uses	Route provides access for recreation or non-recreation special uses	☒	☐	☐
Lands / Special Uses	Route provides access to private or other agency land	☒	☐	☐
Lands / Special Uses	Necessary route			
Range	Road accesses permitee camps, water developments, or other improvements	☒	☐	☐
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	☒	☐	☐
Vegetation (Timber and Fuels) - Sales and Management	Route specifically assists in fuels management	☒	☐	☐
Vegetation (Timber and Fuels) - Sales and Management	Necessary route, possible haul route, long term needed			
Wildland Fire	Route provides access to legal water sources	☒	☐	☐
Wildland Fire	Route serves as a main access for firefighting	☒	☐	☐
Wildland Fire	Route serves as an escape route for Wildland Urban Interface	☒	☐	☐
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	Necessary road, long term needed
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route has little/no impact on wildlife habitat and/or habitat effectiveness.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 1
Wash	Cross
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
Wild Turkey (MIS)	High Summer 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
Route provides an opportunity to improve a trail system (motorized or non-motorized) or other recreational activity	☒	☐	☐
There is social conflict associated with this route (ie. Motorized vs non motorized)	☒	☐	☐
Hunting	☐	☐	☒
Other Cross country skiing	☒	☐	☐
Vistas, Sightseeing, Photography Medium to heavy (summer or winter use)	☒	☐	☐

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: 30650A

PS30650A

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☒ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 1.122062 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: Route designation applies only to those portions of the route located on public land.

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District Staff	Limit	Route should remain open for motorized use during the summer, but the route is a groomed cross country ski trail during the winter.

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
Township and Range: T.36S R.3W S.18

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
Commercial Ranching Facility	Fence	☒	☐	☐
Lands / Special Uses	Route provides access for recreation or non-recreation special uses	☒	☐	☐
Lands / Special Uses	Route provides access to private or other agency land	☒	☐	☐
Lands / Special Uses	Necessary route			
Range	Road accesses permitee camps, water developments, or other improvements	☒	☐	☐
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	☒	☐	☐
Vegetation (Timber and Fuels) - Sales and Management	Route specifically assists in fuels management	☒	☐	☐
Vegetation (Timber and Fuels) - Sales and Management	Necessary route, possible haul route, long term needed			
Wildland Fire	Route provides access to legal water sources	☒	☐	☐
Wildland Fire	Route serves as a main access for firefighting	☒	☐	☐
Wildland Fire	Route serves as an escape route for Wildland Urban Interface	☒	☐	☐
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	Necessary road, long term needed
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route has little/no impact on wildlife habitat and/or habitat effectiveness.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 1
Wash	Cross
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
Wild Turkey (MIS)	High Summer 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
Route provides an opportunity to improve a trail system (motorized or non-motorized) or other recreational activity	☒	☐	☐
There is social conflict associated with this route (ie. Motorized vs non motorized)	☒	☐	☐
Hunting	☐	☐	☒
Other Cross country skiing	☒	☐	☐
Vistas, Sightseeing, Photography Medium to heavy (summer or winter use)	☒	☐	☐

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

Opportunities / Recommendations:

☐ Close ☒ Limit* ☐ Open*

☒ Limits:

☒ Limit Time / Season of Use

☒ Seasonal / Temporary Motorized Closure for Public Uses (administrative / permitee use still allowed)

Closed from _____ to _____, or more specifically: Close to motorized use during the winter- the route is a groomed cross country ski trail

Due to:
- ☐ Wildlife Sensitivity
  - ☐ Antelope
  - ☐ Bighorn Sheep
  - ☐ Deer
  - ☐ Elk
  - ☐ Sage Grouse
  - ☐ Other Species
- ☐ Soils
- ☐ Other

Sensitivity:
- ☐ Wildlife Breeding Area
- ☐ Wildlife Migration Corridor
- ☐ Wildlife Critical Winter Range
- ☐ Other

*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: 30650B

PS30650B

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☒ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.4395752 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: Route designation applies only to those portions of the route located on public land.

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District Staff	Limit	route should be open to motorized use during the summer and closed to motorized use during the winter- the trail is a groomed cross country ski trail

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
Township and Range: T.36S R.3W S.18

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
Commercial Ranching Facility	Fence	☒	☐	☐
Lands / Special Uses	Route provides access for recreation or non-recreation special uses	☒	☐	☐
Lands / Special Uses	Route provides access to private or other agency land	☒	☐	☐
Lands / Special Uses	Necessary route			
Range	Road accesses permitee camps, water developments, or other improvements	☒	☐	☐
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	☒	☐	☐
Vegetation (Timber and Fuels) - Sales and Management	Route specifically assists in fuels management	☒	☐	☐
Vegetation (Timber and Fuels) - Sales and Management	Necessary route, possible haul route, long term needed			
Wildland Fire	Route provides access to legal water sources	☒	☐	☐
Wildland Fire	Route serves as a main access for firefighting	☒	☐	☐
Wildland Fire	Route serves as an escape route for Wildland Urban Interface	☒	☐	☐
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	Necessary road, long term needed
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route has little/no impact on wildlife habitat and/or habitat effectiveness.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 1
Wash	Cross
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
Wild Turkey (MIS)	High Summer 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
Route provides an opportunity to improve a trail system (motorized or non-motorized) or other recreational activity	☒	☐	☐
There is social conflict associated with this route (ie. Motorized vs non motorized)	☒	☐	☐
Hunting	☐	☐	☒
Other Cross country skiing	☒	☐	☐
Vistas, Sightseeing, Photography Medium to heavy (summer or winter use)	☒	☐	☐

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

Opportunities / Recommendations:

☐ Close ☒ Limit* ☐ Open*

☒ Limits:

☒ Limit Time / Season of Use

☒ Seasonal / Temporary Motorized Closure for Public Uses (administrative / permitee use still allowed)

Closed from _____ to _____, or more specifically: Closed to motorized use during the winter when the route is a groomed cross country ski trail.

Due to:
- ☐ Wildlife Sensitivity
  - ☐ Antelope
  - ☐ Bighorn Sheep
  - ☐ Deer
  - ☐ Elk
  - ☐ Sage Grouse
  - ☐ Other Species
- ☐ Soils
- ☐ Other

Sensitivity:
- ☐ Wildlife Breeding Area
- ☐ Wildlife Migration Corridor
- ☐ Wildlife Critical Winter Range
- ☐ Other

*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: 30650C

PS30650C

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☒ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.2009412 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: Route designation applies only to those portions of the route located on public land.

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
Township and Range: T.36S R.3W S.18

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
Commercial Ranching Facility	Fence	☒	☐	☐
Lands / Special Uses	Route provides access for recreation or non-recreation special uses	☒	☐	☐
Lands / Special Uses	Route provides access to private or other agency land	☒	☐	☐
Lands / Special Uses	Necessary route			
Range	Road accesses permitee camps, water developments, or other improvements	☒	☐	☐
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	☒	☐	☐
Vegetation (Timber and Fuels) - Sales and Management	Route specifically assists in fuels management	☒	☐	☐
Vegetation (Timber and Fuels) - Sales and Management	Necessary route, possible haul route, long term needed			
Wildland Fire	Route provides access to legal water sources	☒	☐	☐
Wildland Fire	Route serves as a main access for firefighting	☒	☐	☐
Wildland Fire	Route serves as an escape route for Wildland Urban Interface	☒	☐	☐
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	Necessary road, long term needed
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route has little/no impact on wildlife habitat and/or habitat effectiveness.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 1
Wash	Cross
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
Wild Turkey (MIS)	High Summer 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
Route provides an opportunity to improve a trail system (motorized or non-motorized) or other recreational activity	☒	☐	☐
There is social conflict associated with this route (ie. Motorized vs non motorized)	☒	☐	☐
Hunting	☐	☐	☒
Other Cross country skiing	☒	☐	☐
Vistas, Sightseeing, Photography Medium to heavy (summer or winter use)	☒	☐	☐

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: 30651

PS30651

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

☐ Principal Feeder/Trunk
☒ Other
☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

☐ Connector
☐ Loop
☒ Spur

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

Length: 0.5758938 miles
Use Level: Low
Maint. # (if any)

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

Additional Information: Closed-Basic Custodial Care.

Maintenance Level: 1 - BASIC CUSTODIAL CARE (CLOSED)
Township and Range: T.36S R.4W S.17

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
Commercial Ranching Facility	Pond, Reservoir	☒	☐	☐
Lands / Special Uses	Route not necessary			
Range	Road accesses permitee camps, water developments, or other improvements	☒	☐	☐
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	☒	☐	☐
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	Not needed for 20-30 years but leave prism
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	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 2
Wash	Cross
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	In or Through Brood Rearing Area
Other Wildlife	Other UPD Wildlife Botany: Johnson UPD

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	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: 30853

PS30853

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 3.002927 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:

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District Staff	Open	open to all uses

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
Township and Range: T.37S R.4.5W 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

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 specifically assists in fuels management	☒	☐	☐
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	☒	☐	☐
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	Necessary road, long term needed
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 2
Riparian (MIS)	Proximate (within 1/2 mile)
Wash	Cross
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☒	☐
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☐ 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: 30853A

PS30853A

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.6706526 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:

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District Staff	Closed	close to all uses

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
Township and Range: T.37S R.4.5W 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

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 specifically assists in fuels management	☒	☐	☐
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	☒	☐	☐
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	Necessary road, long term needed
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 2
Riparian (MIS)	Proximate (within 1/2 mile)
Wash	Cross
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☒	☐
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: 30858

PS30858

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.6714489 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.37S R.4.5W S.33

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Wash	Proximate
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☐ 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: 30863

PS30863

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 1.108415 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.37S R.4.5W 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

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 4
Wash	In
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒
OHV Touring	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: 30867

PS30867

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.9026576 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.37S R.4.5W S.28

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Wash	Proximate
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☐ 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

*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: 30868

PS30868

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 3.702614 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.38S R.4.5W S.4

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
Commercial Ranching Facility	Pond, Reservoir	☐	☒	☐
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 specifically assists in fuels management	☒	☐	☐
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	☒	☐	☐
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	Necessary road, long term needed
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 3
Wash	Cross
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☒	☐
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☐ Close ☐ Limit* ☒ Open*

☒ Open to All Uses

☒ Maintenance Recommendations: Improve route surface and drainage.

*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: 30874

PS30874

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 1.314204 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:

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District Staff	Limit	Limit this to ATV

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
Township and Range: T.37S R.4.5W S.28
Trail Number (if any): 33003

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☒	☐	☐
Equestrian	☐	☐	☒
Hiking	☐	☒	☐
Part of the Grand View trail			
Hunting	☐	☒	☐
OHV Touring	☒	☐	☐
Part of the Paunsagunt trail			
Vistas, Sightseeing, Photography	☐	☒	☐
Wildlife Watching	☐	☒	☐
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

Opportunities / Recommendations:

☐ Close ☒ Limit* ☐ Open*

☒ Limits:

☒ 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

*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: 30876

PS30876

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.5274858 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.37S R.4.5W S.29

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Wash	Proximate
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☐ 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

*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: 30879

PS30879

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.7214304 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.38S R.5W S.1

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Wash	Proximate
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: 30882

PS30882

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.9330366 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.38S R.5W 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 specifically assists in fuels management	☒	☐	☐
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	☒	☐	☐
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	Necessary road, long term needed
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Wash	Proximate
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☐ 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: 30882A

PS30882A

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 1.535045 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.38S R.5W 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 specifically assists in fuels management	☒	☐	☐
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	☒	☐	☐
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	Necessary road, long term needed
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Wash	Proximate
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☐ 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: 30884

PS30884

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 2.621835 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.38S R.4.5W S.8

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 specifically assists in fuels management	☒	☐	☐
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	☒	☐	☐
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	Necessary road, long term needed
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Wash	Proximate
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☐ 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: 30890

PS30890

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 1.141824 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.37S R.4.5W S.33

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Wash	In
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: 30894

PS30894

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.6848465 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.38S R.4.5W S.20
Trail Number (if any): 33066

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 1
Wash	In
Wash	Cross
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hiking	☒	☐	☐
Part of the Grand View Trail			
Hunting	☐	☒	☐
Motorized Use Generally	☐	☐	☒
Vistas, Sightseeing, Photography	☐	☒	☐
Wildlife Watching	☐	☒	☐
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

Opportunities / Recommendations:

☐ 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

*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: 30894A

PS30894A

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 1.142065 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.38S R.4.5W S.20
Trail Number (if any): 33066

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 1
Wash	In
Wash	Cross
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hiking	☒	☐	☐
Part of the Grand View Trail			
Hunting	☐	☒	☐
Motorized Use Generally	☐	☐	☒
Vistas, Sightseeing, Photography	☐	☒	☐
Wildlife Watching	☐	☒	☐
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

Opportunities / Recommendations:

☐ 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

*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: 30894B

PS30894B

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.1066568 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.38S R.4.5W S.20
Trail Number (if any): 33066

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 1
Wash	In
Wash	Cross
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hiking	☒	☐	☐
Part of the Grand View Trail			
Hunting	☐	☒	☐
Motorized Use Generally	☐	☐	☒
Vistas, Sightseeing, Photography	☐	☒	☐
Wildlife Watching	☐	☒	☐
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

Opportunities / Recommendations:

☐ 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

*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: 30928

PS30928

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.2248786 miles
☒ Evidence of Construction: Graded in places ☒ Dual Track Use Level: High
☐ 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

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
Commercial Ranching Facility	Cattleguard	☒	☐	☐
Commercial Ranching Facility	Fence	☒	☐	☐
Lands / Special Uses	Route provides access for recreation or non-recreation special uses	☒	☐	☐
Lands / Special Uses	Necessary route			
Range	Road accesses permitee camps, water developments, or other improvements	☒	☐	☐
Range	Not needed for 20-30 years, but keep prism			
Vegetation (Timber and Fuels) - Sales and Management	Not likely to be needed in foreseeable future			
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	Route is duplicated within 0.5 mile
Engineering	Necessary road, long term needed
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route has little/no impact on wildlife habitat and/or habitat effectiveness.
Inventoried Roadless Area	In or Through Fishhook
Streams and Lakes	Within 200' of Stream(s)
Wash	Proximate
Mule Deer (MIS)	Substantial Winter Range
Wild Turkey (MIS)	High Year-Long 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**
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	☒	☐	☐
The route is a primary recreation access route, a designated system route, or a route with pending designation status (ie. Markagunt & High Desert trails?) Motorized	☒	☐	☐
ATV Use	☐	☐	☒
Camping - Primitive	☐	☒	☐
Equestrian	☐	☒	☐
Hiking	☒	☐	☐
Hunting	☐	☒	☐
Motorized Use Generally	☐	☒	☐
Trailheads	☒	☐	☐
Vistas, Sightseeing, Photography	☐	☒	☐
High use (summer or winter); part of summer loop route; part of designated route system; no alternate route to destination or 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

Opportunities / Recommendations:

☐ 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: 30976

PS30976

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.285685 miles
☒ Evidence of Construction: Graded in places ☒ Dual Track Use Level: High
☐ 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.39S R.5W S.12
Trail Number (if any): 33003

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
Commercial Ranching Facility	Spring Head Works	☒	☐	☐
Lands / Special Uses	Route provides access for recreation or non-recreation special uses	☒	☐	☐
Lands / Special Uses	Necessary route			
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 specifically assists in fuels management	☒	☐	☐
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	☒	☐	☐
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	Necessary road, long term needed
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route has little/no impact on wildlife habitat and/or habitat effectiveness.
Streams and Lakes	Within 200' of Stream(s)
Wash	Cross
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Goshawk (MIS) (TES)	In or Through Post Fledgling Area
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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
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	☒	☐	☐
The route is a primary recreation access route, a designated system route, or a route with pending designation status (ie. Markagunt & High Desert trails?) Motorized	☒	☐	☐
ATV Use	☒	☐	☐
Camping - Primitive	☐	☐	☒
Equestrian	☐	☒	☐
Hunting	☐	☒	☐
Motorized Use Generally	☐	☒	☐
OHV Touring Part of the Paunsagunt Trail	☒	☐	☐
Vistas, Sightseeing, Photography High use (summer or winter); part of summer loop route; part of designated route system; no alternate route to destination or 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

Opportunities / Recommendations:

☐ 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: 30976A

PS30976A

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 1.047292 miles
☒ Evidence of Construction: Graded in places ☒ Dual Track Use Level: High
☐ 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.39S R.5W S.12
Trail Number (if any): 33003

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
Commercial Ranching Facility	Spring Head Works	☒	☐	☐
Lands / Special Uses	Route provides access for recreation or non-recreation special uses	☒	☐	☐
Lands / Special Uses	Necessary route			
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 specifically assists in fuels management	☒	☐	☐
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	☒	☐	☐
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	Necessary road, long term needed
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route has little/no impact on wildlife habitat and/or habitat effectiveness.
Streams and Lakes	Within 200' of Stream(s)
Wash	Cross
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Goshawk (MIS) (TES)	In or Through Post Fledgling Area
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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
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	☒	☐	☐
The route is a primary recreation access route, a designated system route, or a route with pending designation status (ie. Markagunt & High Desert trails?) Motorized	☒	☐	☐
ATV Use	☒	☐	☐
Camping - Primitive	☐	☐	☒
Equestrian	☐	☒	☐
Hunting	☐	☒	☐
Motorized Use Generally	☐	☒	☐
OHV Touring Part of the Paunsagunt Trail	☒	☐	☐
Vistas, Sightseeing, Photography	☐	☐	☒
High use (summer or winter); part of summer loop route; part of designated route system; no alternate route to destination or 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

Opportunities / Recommendations:

☐ 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

*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: 30977

PS30977

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.8423198 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.39S R.5W S.13

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
Commercial Ranching Facility	Spring Head Works	☐	☒	☐
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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☒	☐
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

Opportunities / Recommendations:

☐ 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

*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: 31103

PS31103

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.3381719 miles
☒ Evidence of Construction: Graded in places ☒ Dual Track Use Level: High
☐ 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.37S R.5W S.14
Trail Number (if any): 33066

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 provides access for recreation or non-recreation special uses	☒	☐	☐
Lands / Special Uses	Necessary route			
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 specifically assists in fuels management	☒	☐	☐
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	☒	☐	☐
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	Necessary road, long term needed
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route has little/no impact on wildlife habitat and/or habitat effectiveness.
Wash	Proximate
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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
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	☒	☐	☐
The route is a primary recreation access route, a designated system route, or a route with pending designation status (ie. Markagunt & High Desert trails?) Motorized	☒	☐	☐
ATV Use	☐	☐	☒
Equestrian	☐	☐	☒
Hiking Part of the Grand View Trail	☒	☐	☐
Hunting	☐	☒	☐
Motorized Use Generally	☐	☐	☒
Vistas, Sightseeing, Photography	☐	☒	☐
Wildlife Watching	☐	☒	☐
High use (summer or winter); part of summer loop route; part of designated route system; no alternate route to destination or 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

Opportunities / Recommendations:

☐ 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: 31103A

PS31103A

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.1352198 miles
☒ Evidence of Construction: Graded in places ☒ Dual Track Use Level: High
☐ 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.37S R.5W S.14
Trail Number (if any): 33066

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 provides access for recreation or non-recreation special uses	☒	☐	☐
Lands / Special Uses	Necessary route			
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 specifically assists in fuels management	☒	☐	☐
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	☒	☐	☐
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	Necessary road, long term needed
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route has little/no impact on wildlife habitat and/or habitat effectiveness.
Wash	Proximate
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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
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	☒	☐	☐
The route is a primary recreation access route, a designated system route, or a route with pending designation status (ie. Markagunt & High Desert trails?) Motorized	☒	☐	☐
ATV Use	☐	☐	☒
Equestrian	☐	☐	☒
Hiking Part of the Grand View Trail	☒	☐	☐
Hunting	☐	☒	☐
Motorized Use Generally	☐	☐	☒
Vistas, Sightseeing, Photography	☐	☒	☐
Wildlife Watching	☐	☒	☐
High use (summer or winter); part of summer loop route; part of designated route system; no alternate route to destination or 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

Opportunities / Recommendations:

☐ 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: 31104

PS31104

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 2.532787 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.4.5W S.36

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 specifically assists in fuels management	☒	☐	☐
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	☒	☐	☐
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	Necessary road, long term needed
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Wash	In
Wash	Proximate
Soils	Route Subject to Erosion Concerns
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)

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	☐	☒	☐
Equestrian	☐	☒	☐
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

Opportunities / Recommendations:

☐ 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: 31105

PS31105

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 1.184828 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.38S R.4.5W S.2

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
Commercial Ranching Facility	Fence	☒	☐	☐
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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Riparian (MIS)	9A - Riparian Management
Riparian (MIS)	Proximate (within 1/2 mile)
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☐ 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

*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: 31106

PS31106

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 1.375865 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.38S R.4.5W S.6

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
Commercial Ranching Facility	Enclosed Tank, Trick Tank	☒	☐	☐
Commercial Ranching Facility	Fence	☒	☐	☐
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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☒	☐
Equestrian	☐	☒	☐
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

Opportunities / Recommendations:

☐ 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

*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: 31107

PS31107

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.7098573 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.38S R.4.5W S.9

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Riparian (MIS)	Proximate (within 1/2 mile)
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☐ 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

*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: 31108

PS31108

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

☐ Principal Feeder/Trunk
☒ Other
☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

☒ Connector
☐ Loop
☐ Spur

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

Length: 1.57589 miles
Use Level: Low
Maint. # (if any)

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

Additional Information: Closed-Basic Custodial Care.

Maintenance Level: 1 - BASIC CUSTODIAL CARE (CLOSED)
Township and Range: T.38S R.4.5W S.5

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Wash	In
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Hunting	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: 31109

PS31109

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.4860435 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.37S R.4.5W S.32

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☐ 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

*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: 31112

PS31112

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.2844235 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.38S R.4.5W S.4

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☐ 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

*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: 31113

PS31113

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.5332748 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.37S R.4.5W S.36

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Wash	Proximate
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: 31115

PS31115

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.3111105 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.37S R.4.5W S.34

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
Commercial Ranching Facility	Pond, Reservoir	☒	☐	☐
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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Wash	Proximate
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: 31116

PS31116

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.8741643 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.37S R.4.5W S.28

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Wash	Proximate
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☐ 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

*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: 31117

PS31117

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 1.289453 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.37S R.4.5W S.15

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 2
Wash	In
Wash	Cross
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Camping - Primitive	☒	☐	☐
Dispersed Camping Site	☒	☐	☐
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☐ 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

*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: 31118

PS31118

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.2655613 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.37S R.4.5W S.16

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Wash	Proximate
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☐ 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

*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: 31119

PS31119

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 1.474659 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:

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District Staff	Open	open to all uses

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
Township and Range: T.37S R.4.5W S.18

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Riparian (MIS)	9A - Riparian Management
Riparian (MIS)	Proximate (within 1/2 mile)
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☒	☐
Camping - Primitive	☒	☐	☐
Dispersed Camping Site	☒	☐	☐
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☐ 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: 31119A

PS31119A

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.8316289 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:

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District Staff	Closed	close to all uses

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
Township and Range: T.37S R.4.5W S.18

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Riparian (MIS)	9A - Riparian Management
Riparian (MIS)	Proximate (within 1/2 mile)
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☒	☐
Camping - Primitive	☒	☐	☐
Dispersed Camping Site	☒	☐	☐
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: 31119B

PS31119B

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 1.348979 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:

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District Staff	Closed	close to all uses

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
Township and Range: T.37S R.4.5W S.18

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Riparian (MIS)	9A - Riparian Management
Riparian (MIS)	Proximate (within 1/2 mile)
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☒	☐
Camping - Primitive	☒	☐	☐
Dispersed Camping Site	☒	☐	☐
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: 31120

PS31120

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 1.002055 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.37S R.4.5W S.13

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☐ 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: 31121

PS31121

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.1837745 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.37S R.4.5W S.13

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☐ 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

*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: 31122

PS31122

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.731127 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.37S R.4.5W S.13

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☐ 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: 31123

PS31123

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.1214835 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.37S R.4.5W S.11

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? **No**

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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
Hunting	☐	☐	☒

Route Redundancy

Can the 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:

Public Uses	Yes
Other	No

Opportunities / Recommendations:

☒ 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.

Other/Common Name: 31124

PS31124

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 1.603332 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:

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District Staff	Limit	Limit to admin.

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
Township and Range: T.37S R.4.5W 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	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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Riparian (MIS)	9A - Riparian Management
Riparian (MIS)	Proximate (within 1/2 mile)
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☒	☐
Dispersed Camping Site	☒	☐	☐
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☐ 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

*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: 31125

PS31125

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 3.246313 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

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 specifically assists in fuels management	☒	☐	☐
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	☒	☐	☐
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	Necessary road, long term needed
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 6
Wash	In
Wash	Cross
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☒	☐
Camping - Primitive	☒	☐	☐
Dispersed Camping Site	☒	☐	☐
Equestrian	☐	☒	☐
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

Opportunities / Recommendations:

☐ 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: 31126

PS31126

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.3236523 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.37S R.4.5W S.4
Trail Number (if any): 33054

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 1
Riparian (MIS)	Proximate (within 1/2 mile)
Wash	Cross
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☒	☐
Hiking	☐	☒	☐
Hunting	☐	☒	☐
Motorized Use Generally	☐	☐	☒
Vistas, Sightseeing, Photography	☐	☒	☐
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

Opportunities / Recommendations:

☐ Close ☒ Limit* ☐ Open*

☒ Limits:

☒ 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

*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: 31126A

PS31126A

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.2909763 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.37S R.4.5W S.4
Trail Number (if any): 33054

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 1
Riparian (MIS)	Proximate (within 1/2 mile)
Wash	Cross
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☒	☐
Hiking	☐	☒	☐
Hunting	☐	☒	☐
Motorized Use Generally	☐	☐	☒
Vistas, Sightseeing, Photography	☐	☒	☐

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: 31127

PS31127

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 1.821279 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:

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District Staff	Limit	limit to non-motorized- make this the Grand View Trail.

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
Township and Range: T.37S R.4W S.4

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 specifically assists in fuels management	☒	☐	☐
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	☒	☐	☐
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	Necessary road, long term needed
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 1
Riparian (MIS)	In, Along (within the banks or high water mark)
Riparian (MIS)	Proximate (within 1/2 mile)
Riparian (MIS)	Cross
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☒	☐
Hiking	☒	☐	☐
Part of the Grand View trail			
Hunting	☐	☒	☐
Vistas, Sightseeing, Photography	☐	☒	☐
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

Opportunities / Recommendations:

☐ Close ☒ Limit* ☐ Open*

☒ Limits:

☒ 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

*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: 31128

PS31128

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☒ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 1.108458 miles
☒ Evidence of Construction: Graded in places ☒ Dual Track Use Level: High
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☒ Infrequently Maintained
☐ Maintained in Past

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

Additional Information:

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District Staff	Open	open to all uses

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
Township and Range: T.37S R.4W S.18
Trail Number (if any): 33003

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 provides access for recreation or non-recreation special uses	☒	☐	☐
Lands / Special Uses	Necessary route			
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 specifically assists in fuels management	☒	☐	☐
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	☒	☐	☐
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	Necessary road, long term needed
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route has little/no impact on wildlife habitat and/or habitat effectiveness.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 2
Riparian (MIS)	9A - Riparian Management
Riparian (MIS)	Proximate (within 1/2 mile)
Riparian (MIS)	Cross
Wash	Cross
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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
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	☒	☐	☐
The route is a primary recreation access route, a designated system route, or a route with pending designation status (ie. Markagunt & High Desert trails?) Motorized	☒	☐	☐
ATV Use	☒	☐	☐
Camping - Primitive	☒	☐	☐
Dispersed Camping Site	☒	☐	☐
Equestrian	☐	☒	☐
Hunting	☒	☐	☐
Motorized Use Generally	☐	☒	☐
OHV Touring Part of the Paunsagunt trail	☒	☐	☐
SUV Touring	☐	☒	☐
Wildlife Watching	☐	☒	☐
High use (summer or winter); part of summer loop route; part of designated route system; no alternate route to destination or 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

Opportunities / Recommendations:

☐ 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: 31128A

PS31128A

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☒ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.5345889 miles
☒ Evidence of Construction: Graded in places ☒ Dual Track Use Level: High
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☒ Infrequently Maintained
☐ Maintained in Past

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

Additional Information:

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District Staff	Limit	limit to atv only

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
Township and Range: T.37S R.4W S.18
Trail Number (if any): 33003

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 provides access for recreation or non-recreation special uses	☒	☐	☐
Lands / Special Uses	Necessary route			
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 specifically assists in fuels management	☒	☐	☐
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	☒	☐	☐
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	Necessary road, long term needed
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route has little/no impact on wildlife habitat and/or habitat effectiveness.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 2
Riparian (MIS)	9A - Riparian Management
Riparian (MIS)	Proximate (within 1/2 mile)
Riparian (MIS)	Cross
Wash	Cross
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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
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	☒	☐	☐
The route is a primary recreation access route, a designated system route, or a route with pending designation status (ie. Markagunt & High Desert trails?) Motorized	☒	☐	☐
ATV Use	☒	☐	☐
Camping - Primitive	☒	☐	☐
Dispersed Camping Site	☒	☐	☐
Equestrian	☐	☒	☐
Hunting	☒	☐	☐
Motorized Use Generally	☐	☒	☐
OHV Touring Part of the Paunsagunt trail	☒	☐	☐
SUV Touring	☐	☒	☐
Wildlife Watching	☐	☒	☐
High use (summer or winter); part of summer loop route; part of designated route system; no alternate route to destination or 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

Opportunities / Recommendations:

☐ 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

*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: 31128B

PS31128B

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☒ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.2245387 miles
☒ Evidence of Construction: Graded in places ☒ Dual Track Use Level: High
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☒ Infrequently Maintained
☐ Maintained in Past

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

Additional Information:

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District Staff	Closed	close to all uses

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
Township and Range: T.37S R.4W S.18
Trail Number (if any): 33003

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 provides access for recreation or non-recreation special uses	☒	☐	☐
Lands / Special Uses	Necessary route			
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 specifically assists in fuels management	☒	☐	☐
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	☒	☐	☐
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	Necessary road, long term needed
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route has little/no impact on wildlife habitat and/or habitat effectiveness.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 2
Riparian (MIS)	9A - Riparian Management
Riparian (MIS)	Proximate (within 1/2 mile)
Riparian (MIS)	Cross
Wash	Cross
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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
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	☒	☐	☐
The route is a primary recreation access route, a designated system route, or a route with pending designation status (ie. Markagunt & High Desert trails?) Motorized	☒	☐	☐
ATV Use	☒	☐	☐
Camping - Primitive	☒	☐	☐
Dispersed Camping Site	☒	☐	☐
Equestrian	☐	☒	☐
Hunting	☒	☐	☐
Motorized Use Generally	☐	☒	☐
OHV Touring Part of the Paunsagunt trail	☒	☐	☐
SUV Touring	☐	☒	☐
Wildlife Watching	☐	☒	☐
High use (summer or winter); part of summer loop route; part of designated route system; no alternate route to destination or 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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: 31128C

PS31128C

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☒ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.1677971 miles
☒ Evidence of Construction: Graded in places ☒ Dual Track Use Level: High
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☒ Infrequently Maintained
☐ Maintained in Past

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

Additional Information:

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District Staff	Closed	close to all uses

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
Township and Range: T.37S R.4W S.18
Trail Number (if any): 33003

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 provides access for recreation or non-recreation special uses	☒	☐	☐
Lands / Special Uses	Necessary route			
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 specifically assists in fuels management	☒	☐	☐
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	☒	☐	☐
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	Necessary road, long term needed
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route has little/no impact on wildlife habitat and/or habitat effectiveness.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 2
Riparian (MIS)	9A - Riparian Management
Riparian (MIS)	Proximate (within 1/2 mile)
Riparian (MIS)	Cross
Wash	Cross
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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
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	☒	☐	☐
The route is a primary recreation access route, a designated system route, or a route with pending designation status (ie. Markagunt & High Desert trails?) Motorized	☒	☐	☐
ATV Use	☒	☐	☐
Camping - Primitive	☒	☐	☐
Dispersed Camping Site	☒	☐	☐
Equestrian	☐	☒	☐
Hunting	☒	☐	☐
Motorized Use Generally	☐	☒	☐
OHV Touring Part of the Paunsagunt trail	☒	☐	☐
SUV Touring	☐	☒	☐
Wildlife Watching	☐	☒	☐
High use (summer or winter); part of summer loop route; part of designated route system; no alternate route to destination or 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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: 31129

PS31129

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.8632429 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.37S R.4W S.20

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
Commercial Ranching Facility	Fence	☐	☒	☐
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 specifically assists in fuels management	☒	☐	☐
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	☒	☐	☐
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	Necessary road, long term needed
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 2
Riparian (MIS)	Proximate (within 1/2 mile)
Wash	In
Wash	Cross
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☒	☐
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☐ 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: 31130

PS31130

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.8977425 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.37S R.4W S.19

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 specifically assists in fuels management	☒	☐	☐
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	☒	☐	☐
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	Necessary road, long term needed
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Riparian (MIS)	9A - Riparian Management
Riparian (MIS)	Proximate (within 1/2 mile)
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☒	☐
Camping - Primitive	☒	☐	☐
Dispersed Camping Site	☒	☐	☐
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☐ Close ☐ Limit* ☒ Open*

☒ Open to All Uses

☒ Maintenance Recommendations: Improve drainage and stream crossings.

*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: 31131

PS31131

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.1652807 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:

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District Staff	Mitigate Open	Use as a connector

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
Township and Range: T.37S R.4W S.30

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? **No**

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
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 1
Riparian (MIS)	Proximate (within 1/2 mile)
Wash	Cross
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

Route Redundancy

Can the 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:

Public Uses	Yes
Other	No

Opportunities / Recommendations:

☐ Close ☐ Limit* ☒ Open*

☒ Open to All Uses

☒ Maintenance Recommendations: Improve drainage and stream crossings

*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: 31132

PS31132

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 8.355007E-02 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.37S R.4W S.3

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
Commercial Ranching Facility	Fence	☒	☐	☐

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
Wash	Proximate
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	Proximate to Brood Rearing Area (within 1 mile)
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: 31133

PS31133

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.7097458 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.37S R.4W S.3

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
Commercial Ranching Facility	Fence	☒	☐	☐
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 specifically assists in fuels management	☒	☐	☐
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	☒	☐	☐
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	Necessary road, long term needed
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 1
Wash	Proximate
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☐ 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

*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: 31134

PS31134

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 1.849441 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: :NPS

Additional Information:

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
Township and Range: T.37S R.4W S.9

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
Commercial Ranching Facility	Cattleguard	☒	☐	☐
Commercial Ranching Facility	Fence	☒	☐	☐
Commercial Ranching Facility	Gate	☒	☐	☐
Lands / Special Uses	Route provides access for recreation or non-recreation special uses	☒	☐	☐
Lands / Special Uses	Route provides access to private or other agency land	☒	☐	☐
Lands / Special Uses	Necessary route			
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	Necessary route, possible haul route, long term needed			
Wildland Fire	Route serves as a main access for firefighting	☒	☐	☐
Wildland Fire	Route serves as an escape route for Wildland Urban Interface	☒	☐	☐
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	Necessary road, long term needed
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route has little/no impact on wildlife habitat and/or habitat effectiveness.
Wash	Proximate
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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
Route has unique destination and/or provide a satisfying experience for its type and setting (ie. good scenery, overlook, campsite, historical site, water body)	☒	☐	☐
ATV Use	☐	☒	☐
Camping - Primitive	☐	☒	☐
Dispersed Camping Site	☐	☒	☐
Equestrian	☐	☒	☐
Hunting	☒	☐	☐
Motorized Use Generally	☐	☒	☐
Wildlife Watching	☐	☒	☐

Medium to heavy (summer or winter use)

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

Opportunities / Recommendations:

☐ 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: 31135

PS31135

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 1.877963 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.38S R.4.5W 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
Commercial Ranching Facility	Fence	☐	☒	☐
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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Riparian (MIS)	9A - Riparian Management
Riparian (MIS)	Proximate (within 1/2 mile)
Wash	Proximate
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☒	☐
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☐ 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

*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: 31136

PS31136

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.8982835 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.38S R.4.5W S.1

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Riparian (MIS)	9A - Riparian Management
Riparian (MIS)	Proximate (within 1/2 mile)
Wash	Proximate
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☒	☐
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☐ 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

*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: 31137

PS31137

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.9360815 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.38S R.4.5W S.1

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Riparian (MIS)	9A - Riparian Management
Riparian (MIS)	Proximate (within 1/2 mile)
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☒	☐
Equestrian	☐	☐	☒
Hunting	☐	☒	☐
Motorized Use Generally	☐	☒	☐
OHV Touring	☐	☒	☐

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

Opportunities / Recommendations:

☐ 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

*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: 31138

PS31138

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 1.160075 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.38S R.4.5W 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
Commercial Ranching Facility	Fence	☐	☒	☐
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	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**

Resource/Concern	Specifically
Engineering	The route is substantially brushed in, in very poor condition or a particular burden for maintenance
Engineering	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 2
Riparian (MIS)	Proximate (within 1/2 mile)
Wash	Cross
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☒	☐
Equestrian	☐	☐	☒
Hunting	☐	☒	☐
Motorized Use Generally	☐	☒	☐
OHV Touring	☐	☒	☐

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

Opportunities / Recommendations:

☐ 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

*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: 31139

PS31139

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 1.558489 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.38S R.4.5W 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	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	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**

Resource/Concern	Specifically
Engineering	The route is substantially brushed in, in very poor condition or a particular burden for maintenance
Engineering	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 1
Riparian (MIS)	9A - Riparian Management
Riparian (MIS)	Proximate (within 1/2 mile)
Wash	Cross
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☒	☐
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☐ 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

*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: 31140

PS31140

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 3.445971 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.38S R.4.5W 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
Commercial Ranching Facility	Fence	☐	☒	☐
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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 3
Wash	Cross
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☒	☐	☐
Camping - Primitive	☒	☐	☐
Dispersed Camping Site	☒	☐	☐
Equestrian	☐	☐	☒
Hunting	☐	☒	☐
Motorized Use Generally	☐	☒	☐
OHV Touring Proposed to be added to the Paunsagunt.	☒	☐	☐
Vistas, Sightseeing, Photography	☐	☒	☐
Wildlife Watching 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

Opportunities / Recommendations:

☐ Close ☒ Limit* ☐ Open*

☒ Limits:

☒ 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

*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: 31141

PS31141

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 1.937488 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.38S R.4.5W 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

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Wash	Proximate
Elk (MIS)	High Summer Range
Elk (MIS)	Substantial Year-Long Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☐ 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: 31142

PS31142

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 1.236732 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.38S R.4.5W S.11

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Wash	Proximate
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☐ 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: 31148

PS31148

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 1.814262 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: Route designation applies only to those portions of the route located on public land.

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
Township and Range: T.36S R.4.5W S.9

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
Administrative Uses	Vegetation Treatment	☒	☐	☐
Commercial Ranching Facility	Cattleguard	☒	☐	☐
Commercial Ranching Facility	Fence	☒	☐	☐
Commercial Ranching Facility	Gate	☒	☐	☐
Lands / Special Uses	Route provides access for recreation or non-recreation special uses	☒	☐	☐
Lands / Special Uses	Route provides access to private or other agency land	☒	☐	☐
Lands / Special Uses	Route provides convenient access			
Private Property	Access	☒	☐	☐
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	Necessary route, possible haul route, long term needed			
Wildland Fire	Route serves as a main access for firefighting	☒	☐	☐
Wildland Fire	Route serves as an escape route for Wildland Urban Interface	☒	☐	☐
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	Necessary road, long term needed
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	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 1
Wash	Cross
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Winter Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	Proximate to Brood Rearing Area (within 1 mile)
Wild Turkey (MIS)	High Year-Long Range
	Wildlife Botany: Claron plants and elk winter ranger

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)	☒	☐	☐
ATV Use	☐	☐	☒
Hunting	☐	☒	☐
Motorized Use Generally Medium to heavy (summer or winter use)	☐	☒	☐

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	Yes
Public Uses	Yes
Other	No

Opportunities / Recommendations:

☐ 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: 31149

PS31149

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 2.412331 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.4.5W S.6

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
Commercial Ranching Facility	Fence	☐	☒	☐
Commercial Ranching Facility	Gate	☒	☐	☐
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 specifically assists in fuels management	☒	☐	☐
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	☒	☐	☐
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	Necessary road, long term needed
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route has little/no impact on wildlife habitat and/or habitat effectiveness.
Wash	Proximate
Elk (MIS)	High Summer Range
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

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	☐	☒	☐
Wildlife Watching	☐	☒	☐
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

Opportunities / Recommendations:

☐ 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

*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: 31150

PS31150

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 1.343577 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.4W S.7

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
Commercial Ranching Facility	Cattleguard	☒	☐	☐
Commercial Ranching Facility	Fence	☒	☐	☐
Commercial Ranching Facility	Pond, Reservoir	☒	☐	☐
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 specifically assists in fuels management	☒	☐	☐
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	☒	☐	☐
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	Necessary road, long term needed
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 2
Wash	In
Wash	Cross
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	Proximate to Brood Rearing Area (within 1 mile)

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	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☐ 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: 31150A

PS31150A

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.7222679 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.4W S.7

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
Commercial Ranching Facility	Cattleguard	☒	☐	☐
Commercial Ranching Facility	Fence	☒	☐	☐
Commercial Ranching Facility	Pond, Reservoir	☒	☐	☐
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 specifically assists in fuels management	☒	☐	☐
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	☒	☐	☐
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	Necessary road, long term needed
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 2
Wash	In
Wash	Cross
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	Proximate to Brood Rearing Area (within 1 mile)

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	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☐ 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: 31151

PS31151

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.9214007 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.4W S.7

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 1
Wash	Cross
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	Proximate to Brood Rearing Area (within 1 mile)
	Engineering: number is duplicated

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	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: 31152

PS31152

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 1.604513 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

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
Commercial Ranching Facility	Fence	☒	☐	☐
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	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**

Resource/Concern	Specifically
Engineering	The route is substantially brushed in, in very poor condition or a particular burden for maintenance
Engineering	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 1
Riparian (MIS)	Proximate (within 1/2 mile)
Wash	In
Wash	Cross
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☒	☐
Camping - Primitive	☒	☐	☐
Dispersed Camping Site	☒	☐	☐
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☐ 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: 31155

PS31155

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 3.03032 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.4W S.30

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
Commercial Ranching Facility	Pond, Reservoir	☒	☐	☐
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 specifically assists in fuels management	☒	☐	☐
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	☒	☐	☐
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	Necessary road, long term needed
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 2
Riparian (MIS)	Proximate (within 1/2 mile)
Wash	In
Wash	Cross
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
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

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	☐	☒	☐
Equestrian	☐	☒	☐
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

Opportunities / Recommendations:

☐ 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: 31156

PS31156

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 1.010801 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.4W S.30

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 4
Wash	In
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
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

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	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☐ 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

*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: 31157

PS31157

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 1.272153 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.4W S.30

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 1
Riparian (MIS)	Proximate (within 1/2 mile)
Wash	In
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Antelope	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

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	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☐ 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

*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: 31158

PS31158

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.6596609 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.4.5W S.36

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
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)

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	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☐ 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

*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: 31158A

PS31158A

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.3028457 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.4.5W S.36

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
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)

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	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: 31159

PS31159

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.1805924 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.4.5W S.36

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
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)

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	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: 31160

PS31160

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 1.275145 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.4W S.31

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 1
Wash	Cross
Wash	Proximate
Soils	Route Subject to Erosion Concerns
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)

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	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☐ 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

*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: 31161

PS31161

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.1890429 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.4W S.31

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
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)

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	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: 31163

PS31163

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.839323 miles
☐ Evidence of Construction ☐ 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: Closed-Basic Custodial Care.

Maintenance Level: 1 - BASIC CUSTODIAL CARE (CLOSED)
Township and Range: T.36S R.4W S.17

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
Commercial Ranching Facility	Fence	☐	☒	☐
Commercial Ranching Facility	Range Pipeline	☒	☐	☐
Lands / Special Uses	Route not necessary			
Range	Not likely to be needed in forseeable future			
Vegetation (Timber and Fuels) - Sales and Management	Not likely to be needed in foreseeable future			
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 forseeable future
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	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
	Wildlife Botany: UPD habitat

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	☐	☐	☒
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	No
Other	No

Opportunities / Recommendations:

☒ 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.

Other/Common Name: 31164

PS31164

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 1.358282 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.4W S.15

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
Commercial Ranching Facility	Pond, Reservoir	☒	☐	☐
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 specifically assists in fuels management	☒	☐	☐
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	☒	☐	☐
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	Necessary road, long term needed
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 3
Wash	In
Wash	Proximate
Soils	Route Subject to Erosion Concerns
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
Wild Turkey (MIS)	High Summer 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	☐	☒	☐
Camping - Primitive	☒	☐	☐
Dispersed Camping Site	☒	☐	☐
Equestrian	☐	☒	☐
Hunting	☐	☒	☐
Motorized Use Generally	☐	☒	☐
Mountain Biking	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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: 31164A

PS31164A

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 1.45945 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.4W S.15

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
Commercial Ranching Facility	Pond, Reservoir	☒	☐	☐
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 specifically assists in fuels management	☒	☐	☐
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	☒	☐	☐
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	Necessary road, long term needed
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 3
Wash	In
Wash	Proximate
Soils	Route Subject to Erosion Concerns
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
Wild Turkey (MIS)	High Summer 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	☐	☒	☐
Camping - Primitive	☒	☐	☐
Dispersed Camping Site	☒	☐	☐
Equestrian	☐	☒	☐
Hunting	☐	☒	☐
Motorized Use Generally	☐	☒	☐
Mountain Biking	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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: 31164B

PS31164B

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 9.512379E-02 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.4W S.15

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
Commercial Ranching Facility	Pond, Reservoir	☒	☐	☐
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 specifically assists in fuels management	☒	☐	☐
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	☒	☐	☐
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	Necessary road, long term needed
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 3
Wash	In
Wash	Proximate
Soils	Route Subject to Erosion Concerns
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
Wild Turkey (MIS)	High Summer 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	☐	☒	☐
Camping - Primitive	☒	☐	☐
Dispersed Camping Site	☒	☐	☐
Equestrian	☐	☒	☐
Hunting	☐	☒	☐
Motorized Use Generally	☐	☒	☐
Mountain Biking	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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: 31165

PS31165

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 1.071949 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:

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District Staff	Closed	Route is not necessary. May need to delay implementation to accommodate East Fork Under Burn.

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
Township and Range: T.36S R.4W S.22

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 specifically assists in fuels management	☒	☐	☐
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	☒	☐	☐
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	Necessary road, long term needed
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 5
Wash	In
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	In or Through Brood Rearing Area
Wild Turkey (MIS)	High Summer 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	☐	☒	☐
Camping - Primitive	☒	☐	☐
Dispersed Camping Site	☒	☐	☐
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: 31166

PS31166

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☒ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.9345545 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:

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District Staff	Closed	Route is not necessary. May need to delay implementation to accommodate East Fork Under Burn.

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
Township and Range: T.36S R.4W S.22

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
Commercial Ranching Facility	Fence	☒	☐	☐
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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Riparian (MIS)	Proximate (within 1/2 mile)
Wash	Proximate
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	In or Through Brood Rearing Area
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: 31166A

PS31166A

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☒ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.6595482 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:

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District Staff	Closed	Route is not necessary. May need to delay implementation to accommodate East Fork Under Burn.

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
Township and Range: T.36S R.4W S.22

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
Commercial Ranching Facility	Fence	☒	☐	☐
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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Riparian (MIS)	Proximate (within 1/2 mile)
Wash	Proximate
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	In or Through Brood Rearing Area
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: 31167

PS31167

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☒ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 1.272434 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:

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District Staff	Closed	Route is not necessary. May need to delay implementation to accommodate East Fork Under Burn.

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
Township and Range: T.36S R.4W 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

Uses	Specifically	Primary	Secondary	Tertiary
Commercial Ranching Facility	Fence	☒	☐	☐
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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Wash	In
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	Proximate to Brood Rearing Area (within 1 mile)
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: 31168

PS31168

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.5416451 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.4W 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	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 specifically assists in fuels management	☒	☐	☐
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	☒	☐	☐
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	Necessary road, long term needed
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
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)
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒
OHV Touring	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: 31169

PS31169

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 1.822727 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:

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District Staff	Closed	Route is not necessary. May need to delay implementation to accommodate East Fork Under Burn.

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
Township and Range: T.36S R.4W 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
Commercial Ranching Facility	Fence	☐	☒	☐
Commercial Ranching Facility	Gate	☒	☐	☐
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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 1
Wash	In
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	Proximate to Brood Rearing Area (within 1 mile)
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: 31170

PS31170

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 1.204425 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.4W 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
Commercial Ranching Facility	Fence	☒	☐	☐
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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 1
Wash	In
Wash	Cross
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
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
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: 31171

PS31171

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.5499641 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: :NPS

Additional Information: Route designation applies only to those portions of the route located on public land.

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
Township and Range: T.36S R.4W S.34

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
Administrative Uses	Administrative Site Wells for Bryce Canyon NP	☒	☐	☐
Commercial Ranching Facility	Cattleguard	☒	☐	☐
Commercial Ranching Facility	Fence	☒	☐	☐
Commercial Ranching Facility	Gate	☒	☐	☐
Lands / Special Uses	Route provides access to private or other agency land	☒	☐	☐
Lands / Special Uses	Necessary route			
Range	Not likely to be needed in forseeable future			
Vegetation (Timber and Fuels) - Sales and Management	Not likely to be needed in foreseeable future			
Wildland Fire	Route provides access to legal water sources	☒	☐	☐
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	Necessary road, long term needed
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route has little/no impact on wildlife habitat and/or habitat effectiveness.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 2
Elk (MIS)	High Summer Range
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
Wild Turkey (MIS)	High Summer Range
	Engineering: private land road, BCNP well

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? **No**

Route Redundancy

Can the commercial or private-property 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
Other	No

Opportunities / Recommendations:

☐ 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

*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: 31172

PS31172

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 1.517808 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:

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District Staff	Closed	Close under all alternatives for resource protection-route is through a boggy meadow.

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
Township and Range: T.36S R.4W S.23

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
Commercial Ranching Facility	Pond, Reservoir	☒	☐	☐
Lands / Special Uses	Route not necessary			
Range	Road accesses permitee camps, water developments, or other improvements	☒	☐	☐
Range	Not needed for 20-30 years, but keep prism			
Vegetation (Timber and Fuels) - Sales and Management	Not likely to be needed in foreseeable future			
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	Not needed for 20-30 years but leave prism
Hydrology	Route impacts channels, floodplains, wetlands or riparian areas
Hydrology	Moderate risk to soil & water resources
Wildlife / Botany	Route has little/no impact on wildlife habitat and/or habitat effectiveness.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 1
Wash	Cross
Wash	Proximate
Soils	Route Subject to Erosion Concerns
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)
Wild Turkey (MIS)	High Summer 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	☒	☐	☐
Commercial Recreation Permit	☒	☐	☐
Equestrian	☐	☒	☐
Hunting	☐	☒	☐
Motorized Use Generally	☐	☒	☐
Wildlife Watching	☐	☒	☐

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: 31173

PS31173

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.2354372 miles
☒ Evidence of Construction: Graded in places ☒ Dual Track Use Level: High
☐ 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.3W S.19
Trail Number (if any): 33001

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
Commercial Ranching Facility	Cattleguard	☒	☐	☐
Commercial Ranching Facility	Fence	☒	☐	☐
Lands / Special Uses	Route provides access for recreation or non-recreation special uses	☒	☐	☐
Lands / Special Uses	Necessary route			
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 specifically assists in fuels management	☒	☐	☐
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	☒	☐	☐
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	Necessary road, long term needed
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route has little/no impact on wildlife habitat and/or habitat effectiveness.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 2
Wash	Cross
Soils	Route Subject to Erosion Concerns
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
Wild Turkey (MIS)	High Summer 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
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	☒	☐	☐
The route is a primary recreation access route, a designated system route, or a route with pending designation status (ie. Markagunt & High Desert trails?) Motorized	☒	☐	☐
ATV Use	☒	☐	☐
Camping - Primitive	☒	☐	☐
Commercial Recreation Permit	☒	☐	☐
Equestrian	☐	☒	☐
Hunting	☐	☒	☐
Motorized Use Generally	☐	☒	☐
Mountain Biking	☐	☒	☐
OHV Touring Part of the Paunsagunt trail	☒	☐	☐
Parking Area / Trailhead	☒	☐	☐
Staging Area	☒	☐	☐
SUV Touring	☐	☒	☐
Trailheads	☒	☐	☐
Wildlife Watching	☐	☒	☐
High use (summer or winter); part of summer loop route; part of designated route system; no alternate route to destination or 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

Opportunities / Recommendations:

☐ 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: 31173A

PS31173A

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 1.285203 miles
☒ Evidence of Construction: Graded in places ☒ Dual Track Use Level: High
☐ 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.3W S.19
Trail Number (if any): 33001

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
Commercial Ranching Facility	Cattleguard	☒	☐	☐
Commercial Ranching Facility	Fence	☒	☐	☐
Lands / Special Uses	Route provides access for recreation or non-recreation special uses	☒	☐	☐
Lands / Special Uses	Necessary route			
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 specifically assists in fuels management	☒	☐	☐
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	☒	☐	☐
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	Necessary road, long term needed
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route has little/no impact on wildlife habitat and/or habitat effectiveness.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 2
Wash	Cross
Soils	Route Subject to Erosion Concerns
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
Wild Turkey (MIS)	High Summer 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
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	☒	☐	☐
The route is a primary recreation access route, a designated system route, or a route with pending designation status (ie. Markagunt & High Desert trails?) Motorized	☒	☐	☐
ATV Use	☒	☐	☐
Camping - Primitive	☒	☐	☐
Commercial Recreation Permit	☒	☐	☐
Equestrian	☐	☒	☐
Hunting	☐	☒	☐
Motorized Use Generally	☐	☒	☐
Mountain Biking	☐	☒	☐
OHV Touring Part of the Paunsagunt trail	☒	☐	☐
Parking Area / Trailhead	☒	☐	☐
Staging Area	☒	☐	☐
SUV Touring	☐	☒	☐
Trailheads	☒	☐	☐
Wildlife Watching	☐	☒	☐
High use (summer or winter); part of summer loop route; part of designated route system; no alternate route to destination or 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

Opportunities / Recommendations:

☐ 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: 31174

PS31174

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.4234472 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.4W S.25

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 specifically assists in fuels management	☒	☐	☐
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	☒	☐	☐
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	Necessary road, long term needed
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Wash	In
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	Proximate to Brood Rearing Area (within 1 mile)
Wild Turkey (MIS)	High Summer 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	☐	☒	☐
Camping - Primitive	☒	☐	☐
Dispersed Camping Site	☒	☐	☐
Equestrian	☐	☒	☐
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

Opportunities / Recommendations:

☐ 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: 31174A

PS31174A

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.9188913 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.4W S.25

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 specifically assists in fuels management	☒	☐	☐
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	☒	☐	☐
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	Necessary road, long term needed
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Wash	In
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	Proximate to Brood Rearing Area (within 1 mile)
Wild Turkey (MIS)	High Summer 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	☐	☒	☐
Camping - Primitive	☒	☐	☐
Dispersed Camping Site	☒	☐	☐
Equestrian	☐	☒	☐
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

Opportunities / Recommendations:

☐ 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: 31175

PS31175

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.4065049 miles
☒ Evidence of Construction: Graded in places ☒ Dual Track Use Level: High
☐ 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.3W S.19
Trail Number (if any): 33001

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
Commercial Ranching Facility	Fence	☐	☒	☐
Lands / Special Uses	Route provides access for recreation or non-recreation special uses	☒	☐	☐
Lands / Special Uses	Necessary route			
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 specifically assists in fuels management	☒	☐	☐
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	☒	☐	☐
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	Necessary road, long term needed
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route has little/no impact on wildlife habitat and/or habitat effectiveness.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 1
Wash	In
Soils	Route Subject to Erosion Concerns
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	Proximate to Brood Rearing Area (within 1 mile)
Wild Turkey (MIS)	High Summer 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
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	☒	☐	☐
The route is a primary recreation access route, a designated system route, or a route with pending designation status (ie. Markagunt & High Desert trails?) Motorized	☒	☐	☐
ATV Use	☒	☐	☐
Equestrian	☐	☒	☐
Hunting	☐	☒	☐
Motorized Use Generally	☐	☒	☐
OHV Touring	☒	☐	☐

Part of the Paunsagunt trail

High use (summer or winter); part of summer loop route; part of designated route system; no alternate route to destination or 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

Opportunities / Recommendations:

☐ 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: 31176

PS31176

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.8294938 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.39S R.5W S.24

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☒	☐
Equestrian	☐	☒	☐
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

Opportunities / Recommendations:

☐ 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

*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: 31177

PS31177

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.7610556 miles
☒ Evidence of Construction: Graded ☒ 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:

Maintenance Level: From 0 to 1.9 miles Level 2. From 1.9 to 3.4 Level 1.
Township and Range: T.39S R.5W S.13
Trail Number (if any): 33003

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
Commercial Ranching Facility	Pond, Reservoir	☒	☐	☐
Lands / Special Uses	Route provides access for recreation or non-recreation special uses	☒	☐	☐
Lands / Special Uses	Necessary route			
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 specifically assists in fuels management	☒	☐	☐
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	☒	☐	☐
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	Necessary road, long term needed
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route has little/no impact on wildlife habitat and/or habitat effectiveness.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 3
Wash	Cross
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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
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	☒	☐	☐
The route is a primary recreation access route, a designated system route, or a route with pending designation status (ie. Markagunt & High Desert trails?) Motorized	☒	☐	☐
ATV Use	☒	☐	☐
Equestrian	☐	☐	☒
Hunting	☐	☒	☐
Motorized Use Generally	☐	☒	☐
OHV Touring	☒	☐	☐

Part of the Paunsagunt

High use (summer or winter); part of summer loop route; part of designated route system; no alternate route to destination or 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

Opportunities / Recommendations:

☐ Close ☐ Limit* ☒ Open*

☒ Open to All Uses

☒ Maintenance Recommendations: Improve drainage and stream crossings.

*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: 31177B

PS31177B

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.6708677 miles
☒ Evidence of Construction: Graded ☒ 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:

Maintenance Level: From 0 to 1.9 miles Level 2. From 1.9 to 3.4 Level 1.
Township and Range: T.39S R.5W S.13
Trail Number (if any): 33003

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
Commercial Ranching Facility	Pond, Reservoir	☒	☐	☐
Lands / Special Uses	Route provides access for recreation or non-recreation special uses	☒	☐	☐
Lands / Special Uses	Necessary route			
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 specifically assists in fuels management	☒	☐	☐
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	☒	☐	☐
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	Necessary road, long term needed
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route has little/no impact on wildlife habitat and/or habitat effectiveness.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 3
Wash	Cross
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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
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	☒	☐	☐
The route is a primary recreation access route, a designated system route, or a route with pending designation status (ie. Markagunt & High Desert trails?) Motorized	☒	☐	☐
ATV Use	☒	☐	☐
Equestrian	☐	☐	☒
Hunting	☐	☒	☐
Motorized Use Generally	☐	☒	☐
OHV Touring	☒	☐	☐

Part of the Paunsagunt

High use (summer or winter); part of summer loop route; part of designated route system; no alternate route to destination or 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

Opportunities / Recommendations:

☐ Close ☐ Limit* ☒ Open*

☒ Open to All Uses

☒ Maintenance Recommendations: Improve drainage and stream crossings.

*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: 31177C

PS31177C

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 1.382071 miles
☒ Evidence of Construction: Graded ☒ 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):

Proposed By	Proposed Designation	Proposal Comments
District Staff	Limit	Route has already been waterbarred

Township and Range: T.39S R.5W S.13
Trail Number (if any): 33003

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
Commercial Ranching Facility	Pond, Reservoir	☒	☐	☐
Lands / Special Uses	Route provides access for recreation or non-recreation special uses	☒	☐	☐
Lands / Special Uses	Necessary route			
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 specifically assists in fuels management	☒	☐	☐
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	☒	☐	☐
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	Necessary road, long term needed
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route has little/no impact on wildlife habitat and/or habitat effectiveness.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 3
Wash	Cross
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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
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	☒	☐	☐
The route is a primary recreation access route, a designated system route, or a route with pending designation status (ie. Markagunt & High Desert trails?) Motorized	☒	☐	☐
ATV Use	☒	☐	☐
Equestrian	☐	☐	☒
Hunting	☐	☒	☐
Motorized Use Generally	☐	☒	☐
OHV Touring Part of the Paunsagunt	☒	☐	☐

High use (summer or winter); part of summer loop route; part of designated route system; no alternate route to destination or 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

Opportunities / Recommendations:

☐ 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

*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: 31178A

PS31178A

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☒ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 2.634583 miles
☒ Evidence of Construction: Graded in places ☒ Dual Track Use Level: High
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☒ Infrequently Maintained
☐ Maintained in Past

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

Additional Information:

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District Staff	Limit	this portion of the route needs to be limited to admin.

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
Township and Range: T.39S R.5W S.24
Trail Number (if any): 33003

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
Commercial Ranching Facility	Pond, Reservoir	☒	☐	☐
Lands / Special Uses	Route provides access for recreation or non-recreation special uses	☒	☐	☐
Lands / Special Uses	Necessary route			
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 specifically assists in fuels management	☒	☐	☐
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	☒	☐	☐
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	Necessary road, long term needed
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route has little/no impact on wildlife habitat and/or habitat effectiveness.
Streams and Lakes	Within 200' of Stream(s)
Wash	Proximate
Elk (MIS)	High Summer Range
Elk (MIS)	Substantial Year-Long Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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
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	☒	☐	☐
The route is a primary recreation access route, a designated system route, or a route with pending designation status (ie. Markagunt & High Desert trails?) Motorized	☒	☐	☐
ATV Use	☒	☐	☐
Camping - Primitive	☐	☐	☒
Equestrian	☐	☒	☐
Hunting	☐	☒	☐
Mountain Biking	☐	☐	☒
OHV Touring Part of the route is on the Paunsagaunt trail system	☐	☒	☐
Vistas, Sightseeing, Photography	☐	☒	☐
Wildlife Watching	☐	☒	☐
High use (summer or winter); part of summer loop route; part of designated route system; no alternate route to destination or 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

Opportunities / Recommendations:

☐ 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

*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: 31178B

PS31178B

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☒ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 6.288914E-02 miles

☒ Evidence of Construction: Graded in places ☒ Dual Track Use Level: High
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☒ Infrequently Maintained
☐ Maintained in Past

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

Additional Information:

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District Staff	Open	Open as a connector.

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
Township and Range: T.39S R.5W S.24
Trail Number (if any): 33003

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
Commercial Ranching Facility	Pond, Reservoir	☒	☐	☐
Lands / Special Uses	Route provides access for recreation or non-recreation special uses	☒	☐	☐
Lands / Special Uses	Necessary route			
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 specifically assists in fuels management	☒	☐	☐
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	☒	☐	☐
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	Necessary road, long term needed
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route has little/no impact on wildlife habitat and/or habitat effectiveness.
Streams and Lakes	Within 200' of Stream(s)
Wash	Proximate
Elk (MIS)	High Summer Range
Elk (MIS)	Substantial Year-Long Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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
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	☒	☐	☐
The route is a primary recreation access route, a designated system route, or a route with pending designation status (ie. Markagunt & High Desert trails?) Motorized	☒	☐	☐
ATV Use	☒	☐	☐
Camping - Primitive	☐	☐	☒
Equestrian	☐	☒	☐
Hunting	☐	☒	☐
Mountain Biking	☐	☐	☒
OHV Touring Part of the route is on the Paunsagaunt trail system	☐	☒	☐
Vistas, Sightseeing, Photography	☐	☒	☐
Wildlife Watching	☐	☒	☐
High use (summer or winter); part of summer loop route; part of designated route system; no alternate route to destination or 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

Opportunities / Recommendations:

☐ 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: 31178C

PS31178C

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☒ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 1.866943 miles
☒ Evidence of Construction: Graded in places ☒ Dual Track Use Level: High
☐ 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.39S R.5W S.24
Trail Number (if any): 33003

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
Commercial Ranching Facility	Pond, Reservoir	☒	☐	☐
Lands / Special Uses	Route provides access for recreation or non-recreation special uses	☒	☐	☐
Lands / Special Uses	Necessary route			
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 specifically assists in fuels management	☒	☐	☐
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	☒	☐	☐
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	Necessary road, long term needed
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route has little/no impact on wildlife habitat and/or habitat effectiveness.
Streams and Lakes	Within 200' of Stream(s)
Wash	Proximate
Elk (MIS)	High Summer Range
Elk (MIS)	Substantial Year-Long Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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
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	☒	☐	☐
The route is a primary recreation access route, a designated system route, or a route with pending designation status (ie. Markagunt & High Desert trails?) Motorized	☒	☐	☐
ATV Use	☒	☐	☐
Camping - Primitive	☐	☐	☒
Equestrian	☐	☒	☐
Hunting	☐	☒	☐
Mountain Biking	☐	☐	☒
OHV Touring Part of the route is on the Paunsagaunt trail system	☐	☒	☐
Vistas, Sightseeing, Photography	☐	☒	☐
Wildlife Watching	☐	☒	☐
High use (summer or winter); part of summer loop route; part of designated route system; no alternate route to destination or 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

Opportunities / Recommendations:

☐ 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: 31178D

PS31178D

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☒ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.7817075 miles
☒ Evidence of Construction: Graded in places ☒ Dual Track Use Level: High
☐ 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.39S R.5W S.24
Trail Number (if any): 33003

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
Commercial Ranching Facility	Pond, Reservoir	☒	☐	☐
Lands / Special Uses	Route provides access for recreation or non-recreation special uses	☒	☐	☐
Lands / Special Uses	Necessary route			
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 specifically assists in fuels management	☒	☐	☐
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	☒	☐	☐
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	Necessary road, long term needed
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route has little/no impact on wildlife habitat and/or habitat effectiveness.
Streams and Lakes	Within 200' of Stream(s)
Wash	Proximate
Elk (MIS)	High Summer Range
Elk (MIS)	Substantial Year-Long Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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
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	☒	☐	☐
The route is a primary recreation access route, a designated system route, or a route with pending designation status (ie. Markagunt & High Desert trails?) Motorized	☒	☐	☐
ATV Use	☒	☐	☐
Camping - Primitive	☐	☐	☒
Equestrian	☐	☒	☐
Hunting	☐	☒	☐
Mountain Biking	☐	☐	☒
OHV Touring Part of the route is on the Paunsagaunt trail system	☐	☒	☐
Vistas, Sightseeing, Photography	☐	☒	☐
Wildlife Watching	☐	☒	☐
High use (summer or winter); part of summer loop route; part of designated route system; no alternate route to destination or 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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: 31178E

PS31178E

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☒ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 1.284492 miles
☒ Evidence of Construction: Graded in places ☒ Dual Track Use Level: High
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☒ Infrequently Maintained
☐ Maintained in Past

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

Additional Information:

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District Staff	Limit	Limit to admin for timber

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
Township and Range: T.39S R.5W S.24
Trail Number (if any): 33003

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
Commercial Ranching Facility	Pond, Reservoir	☒	☐	☐
Lands / Special Uses	Route provides access for recreation or non-recreation special uses	☒	☐	☐
Lands / Special Uses	Necessary route			
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 specifically assists in fuels management	☒	☐	☐
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	☒	☐	☐
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	Necessary road, long term needed
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route has little/no impact on wildlife habitat and/or habitat effectiveness.
Streams and Lakes	Within 200' of Stream(s)
Wash	Proximate
Elk (MIS)	High Summer Range
Elk (MIS)	Substantial Year-Long Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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
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	☒	☐	☐
The route is a primary recreation access route, a designated system route, or a route with pending designation status (ie. Markagunt & High Desert trails?) Motorized	☒	☐	☐
ATV Use	☒	☐	☐
Camping - Primitive	☐	☐	☒
Equestrian	☐	☒	☐
Hunting	☐	☒	☐
Mountain Biking	☐	☐	☒
OHV Touring	☐	☒	☐
Part of the route is on the Paunsagaunt trail system			
Vistas, Sightseeing, Photography	☐	☒	☐
Wildlife Watching	☐	☒	☐
High use (summer or winter); part of summer loop route; part of designated route system; no alternate route to destination or 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

Opportunities / Recommendations:

☐ 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

*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: 31179

PS31179

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.5374947 miles
☒ Evidence of Construction: Graded in places ☒ Dual Track Use Level: High
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☒ Infrequently Maintained
☐ Maintained in Past

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

Additional Information:

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District Staff	Open	This route needs to be open for all uses.

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
Township and Range: T.39S R.5W S.14
Trail Number (if any): 33003

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 provides access for recreation or non-recreation special uses	☒	☐	☐
Lands / Special Uses	Necessary route			
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 specifically assists in fuels management	☒	☐	☐
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	☒	☐	☐
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	Necessary road, long term needed
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route has little/no impact on wildlife habitat and/or habitat effectiveness.
Wash	Proximate
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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
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	☒	☐	☐
The route is a primary recreation access route, a designated system route, or a route with pending designation status (ie. Markagunt & High Desert trails?) Motorized	☒	☐	☐
ATV Use	☒	☐	☐
Equestrian	☐	☐	☒
Hunting	☒	☐	☐
Motorized Use Generally	☐	☒	☐
OHV Touring	☒	☐	☐

Part of the Paunsagunt trail system

High use (summer or winter); part of summer loop route; part of designated route system; no alternate route to destination or 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

Opportunities / Recommendations:

☐ 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: 31180

PS31180

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.4024221 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.39S R.5W S.10

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Elk (MIS)	High Summer Range
Goshawk (MIS) (TES)	In or Through Post Fledgling Area
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒
Vistas, Sightseeing, Photography	☐	☒	☐
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

Opportunities / Recommendations:

☐ 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: 31181

PS31181

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 4.895767 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: Route designation applies only to those portions of the route located on public land.

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
Township and Range: T.39S R.6W 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? **Yes**

All of Part Officially-Recognized Right-of-Way	Yes
All or Part Officially-Recognized County Route	No
All or Part Officially-Recognized State Route	No
FLPMA	No

Access / Uses

Uses	Specifically	Primary	Secondary	Tertiary
Commercial Ranching Facility	Diversion Dam	☒	☐	☐
Commercial Ranching Facility	Fence	☒	☐	☐
Commercial Ranching Facility	Pond, Reservoir	☒	☐	☐
Commercial Ranching Facility	Range Pipeline	☒	☐	☐
Lands / Special Uses	Route provides access for recreation or non-recreation special uses	☒	☐	☐
Lands / Special Uses	There is an easement or legal right-of-way	☒	☐	☐
Lands / Special Uses	Necessary route			
Range	Not likely to be needed in forseeable future			
Vegetation (Timber and Fuels) - Sales and Management	Not likely to be needed in foreseeable future			
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	The route is substantially brushed in, in very poor condition or a particular burden for maintenance
Engineering	Not needed for 20-30 years but leave prism
Hydrology	Route impacts channels, floodplains, wetlands or riparian areas
Hydrology	Moderate risk to soil & water resources
Wildlife / Botany	Route has little/no impact on wildlife habitat and/or habitat effectiveness.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 5
Wash	In
Wash	Cross
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer Range
Wild Turkey (MIS)	High Year-Long 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	☐	☒	☐
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

Opportunities / Recommendations:

☐ Close ☒ Limit* ☐ Open*

☒ Limit

☒ Maintenance Recommendations: Improve stream crossings and drainage

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

*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: 31182

PS31182

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☒ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.173025 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.38S R.5W S.25
Trail Number (if any): 33066

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 1
Wash	Cross
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hiking	☐	☒	☐
Hunting	☐	☒	☐
Motorized Use Generally	☐	☐	☒
Vistas, Sightseeing, Photography	☐	☒	☐

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

Opportunities / Recommendations:

☐ 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

*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: 31182A

PS31182A

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☒ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.2424504 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.38S R.5W S.25
Trail Number (if any): 33066

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 1
Wash	Cross
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hiking	☐	☒	☐
Hunting	☐	☒	☐
Motorized Use Generally	☐	☐	☒
Vistas, Sightseeing, Photography	☐	☒	☐

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

Opportunities / Recommendations:

☐ 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

*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: 31182B

PS31182B

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☒ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 1.489774 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.38S R.5W S.25
Trail Number (if any): 33066

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 1
Wash	Cross
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hiking	☐	☒	☐
Hunting	☐	☒	☐
Motorized Use Generally	☐	☐	☒
Vistas, Sightseeing, Photography	☐	☒	☐

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

Opportunities / Recommendations:

☐ 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

*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: 31183

PS31183

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 1.116843 miles
☒ Evidence of Construction: Graded in places ☒ Dual Track Use Level: High
☐ 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.38S R.5W S.35
Trail Number (if any): 33003

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
Commercial Ranching Facility	Fence	☒	☐	☐
Lands / Special Uses	Route provides access for recreation or non-recreation special uses	☒	☐	☐
Lands / Special Uses	Necessary route			
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 specifically assists in fuels management	☒	☐	☐
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	☒	☐	☐
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	Necessary road, long term needed
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route has little/no impact on wildlife habitat and/or habitat effectiveness.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 8
Wash	In
Wash	Proximate
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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
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	☒	☐	☐
The route is a primary recreation access route, a designated system route, or a route with pending designation status (ie. Markagunt & High Desert trails?) Motorized	☒	☐	☐
ATV Use	☒	☐	☐
Equestrian	☐	☒	☐
Hunting	☐	☒	☐
Motorized Use Generally	☐	☒	☐
OHV Touring Part of the Paunsagunt trail	☒	☐	☐
Vistas, Sightseeing, Photography	☐	☒	☐
Wildlife Watching	☐	☒	☐
High use (summer or winter); part of summer loop route; part of designated route system; no alternate route to destination or 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

Opportunities / Recommendations:

☐ Close ☐ Limit* ☒ Open*

☒ Open to All Uses

☒ Maintenance Recommendations: Improve drainage and stream crossings

*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: 31184

PS31184

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 1.835184 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.38S R.5W S.36

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 specifically assists in fuels management	☒	☐	☐
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	☒	☐	☐
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	Necessary road, long term needed
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Wash	Proximate
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☒	☐
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☐ 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

*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: 31185

PS31185

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 1.205054 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.39S R.5W S.1

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 1
Wash	Cross
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☐ 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

*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: 31186

PS31186

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 3.126444 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.38S R.5W S.35

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 specifically assists in fuels management	☒	☐	☐
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	☒	☐	☐
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	Necessary road, long term needed
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Wash	Proximate
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☒	☐
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☐ 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: 31187

PS31187

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.222372 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.38S R.5W S.29

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☐ 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

*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: 31188

PS31188

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.2995291 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.38S R.4.5W S.29

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Wash	Proximate
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☐ 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

*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: 31189

PS31189

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 9.498532E-02 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.38S R.5W S.25
Trail Number (if any): 33066

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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
Hiking	☒	☐	☐
Part of the Grand View Trail			
Vistas, Sightseeing, Photography	☐	☒	☐
Wildlife Watching	☐	☒	☐
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

Opportunities / Recommendations:

☐ 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

*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: 31190

PS31190

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.6426551 miles
☒ Evidence of Construction: Graded in places ☒ Dual Track Use Level: High
☐ 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.38S R.5W S.14
Trail Number (if any): 33066

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 provides access for recreation or non-recreation special uses	☒	☐	☐
Lands / Special Uses	Necessary route			
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 specifically assists in fuels management	☒	☐	☐
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	☒	☐	☐
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	Necessary road, long term needed
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route has little/no impact on wildlife habitat and/or habitat effectiveness.
Wash	Proximate
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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
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	☒	☐	☐
The route is a primary recreation access route, a designated system route, or a route with pending designation status (ie. Markagunt & High Desert trails?) Motorized	☒	☐	☐
ATV Use	☐	☒	☐
Equestrian	☐	☐	☒
Hiking Part of the Grand View Trail.	☐	☒	☐
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒
High use (summer or winter); part of summer loop route; part of designated route system; no alternate route to destination or 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

Opportunities / Recommendations:

☐ 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: 31190A

PS31190A

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 1.584539 miles
☒ Evidence of Construction: Graded in places ☒ Dual Track Use Level: High
☐ 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.38S R.5W S.14
Trail Number (if any): 33066

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 provides access for recreation or non-recreation special uses	☒	☐	☐
Lands / Special Uses	Necessary route			
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 specifically assists in fuels management	☒	☐	☐
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	☒	☐	☐
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	Necessary road, long term needed
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route has little/no impact on wildlife habitat and/or habitat effectiveness.
Wash	Proximate
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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
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	☒	☐	☐
The route is a primary recreation access route, a designated system route, or a route with pending designation status (ie. Markagunt & High Desert trails?) Motorized	☒	☐	☐
ATV Use	☐	☒	☐
Equestrian	☐	☐	☒
Hiking Part of the Grand View Trail.	☐	☒	☐
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒
High use (summer or winter); part of summer loop route; part of designated route system; no alternate route to destination or 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

Opportunities / Recommendations:

☐ 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: 31190B

PS31190B

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.9194336 miles
☒ Evidence of Construction: Graded in places ☒ Dual Track Use Level: High
☐ 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.38S R.5W S.14
Trail Number (if any): 33066

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 provides access for recreation or non-recreation special uses	☒	☐	☐
Lands / Special Uses	Necessary route			
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 specifically assists in fuels management	☒	☐	☐
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	☒	☐	☐
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	Necessary road, long term needed
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route has little/no impact on wildlife habitat and/or habitat effectiveness.
Wash	Proximate
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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
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	☒	☐	☐
The route is a primary recreation access route, a designated system route, or a route with pending designation status (ie. Markagunt & High Desert trails?) Motorized	☒	☐	☐
ATV Use	☐	☒	☐
Equestrian	☐	☐	☒
Hiking Part of the Grand View Trail.	☐	☒	☐
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒
High use (summer or winter); part of summer loop route; part of designated route system; no alternate route to destination or 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

Opportunities / Recommendations:

☐ 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

*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: 31191

PS31191

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 2.000697 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.38S R.5W S.24

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 1
Wash	Cross
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☒	☐
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☐ 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

*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: 31192

PS31192

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.6703778 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.38S R.5W S.24

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☐ 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

*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: 31193

PS31193

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 2.311859 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.38S R.4.5W S.21

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
Commercial Ranching Facility	Fence	☐	☒	☐
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 specifically assists in fuels management	☒	☐	☐
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	☒	☐	☐
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	Necessary road, long term needed
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 3
Riparian (MIS)	Proximate (within 1/2 mile)
Wash	Cross
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer Range
Other Wildlife	Other Boreal Toads

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	☐	☒	☐
Camping - Primitive	☒	☐	☐
Dispersed Camping Site	☒	☐	☐
Equestrian	☐	☐	☒
Hunting	☐	☒	☐
Motorized Use Generally	☐	☒	☐
Wildlife Watching	☐	☒	☐

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

Opportunities / Recommendations:

☐ 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: 31194

PS31194

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.8459082 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:

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District Staff	Closed	close to all uses

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
Township and Range: T.38S R.4.5W S.21

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 2
Wash	In
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer Range
Other Wildlife	Other Boreal Toads

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	☐	☐	☒
Dispersed Camping Site	☒	☐	☐
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: 31195

PS31195

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.7216278 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.38S R.4.5W S.22

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Wash	Proximate
Elk (MIS)	High Summer Range
Goshawk (MIS) (TES)	In or Through Post Fledgling Area
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☐ 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

*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: 31197

PS31197

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.4423348 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.38S R.4.5W S.28

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☐ 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

*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: 31198

PS31198

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.5801559 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.38S R.4.5W S.28

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☐ 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

*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: 31199

PS31199

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.1331578 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.38S R.4.5W S.28

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☐ 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

*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: 31200

PS31200

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.7925786 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.38S R.4.5W S.28

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☐ 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

*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: 31201

PS31201

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.652019 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.38S R.5W S.36

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☐ 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

*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: 31202

PS31202

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 1.620245 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.38S R.4.5W S.32

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☒	☐
Equestrian	☐	☐	☒
Hunting	☐	☒	☐
Motorized Use Generally	☐	☐	☒
Vistas, Sightseeing, Photography	☐	☐	☒
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

Opportunities / Recommendations:

☐ 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

*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: 31203

PS31203

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.3288951 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.38S R.4.5W S.32

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☐ 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

*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: 31204

PS31204

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 3.220611 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.38S R.4.5W S.33

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 specifically assists in fuels management	☒	☐	☐
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	☒	☐	☐
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	Necessary road, long term needed
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 2
Riparian (MIS)	9A - Riparian Management
Riparian (MIS)	Proximate (within 1/2 mile)
Wash	Cross
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☒	☐
Camping - Primitive	☒	☐	☐
Dispersed Camping Site	☒	☐	☐
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☐ Close ☐ Limit* ☒ Open*

☒ Open to All Uses

☒ Maintenance Recommendations: Improve route drainage, stream crossings, and surface.

*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: 31205

PS31205

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.9707716 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.38S R.4.5W S.33

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Wash	Proximate
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☐ 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

*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: 31206

PS31206

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 1.185391 miles
☐ Evidence of Construction ☐ 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: Closed-Basic Custodial Care.

Maintenance Level: 1 - BASIC CUSTODIAL CARE (CLOSED)
Township and Range: T.39S R.5W 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	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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Wash	Proximate
Elk (MIS)	High Summer Range
Goshawk (MIS) (TES)	In or Through Post Fledgling Area
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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
Hunting	☐	☐	☒
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

Opportunities / Recommendations:

☐ 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

*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: 31207

PS31207

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.4966692 miles
☒ Evidence of Construction: Graded in places ☒ Dual Track Use Level: High
☐ 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.39S R.5W S.13
Trail Number (if any): 33003

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 provides access for recreation or non-recreation special uses	☒	☐	☐
Lands / Special Uses	Necessary route			
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 specifically assists in fuels management	☒	☐	☐
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	☒	☐	☐
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	Necessary road, long term needed
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route has little/no impact on wildlife habitat and/or habitat effectiveness.
Riparian (MIS)	Proximate (within 1/2 mile)
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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
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	☒	☐	☐
The route is a primary recreation access route, a designated system route, or a route with pending designation status (ie. Markagunt & High Desert trails?) Motorized	☒	☐	☐
ATV Use	☒	☐	☐
Equestrian	☐	☐	☒
Hunting	☐	☒	☐
Motorized Use Generally	☐	☒	☐
OHV Touring	☒	☐	☐

Part of the Paunsagunt trail

High use (summer or winter); part of summer loop route; part of designated route system; no alternate route to destination or 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

Opportunities / Recommendations:

☐ 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: 31209

PS31209

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: 0.1479903 miles
Use Level: Low
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.

Maintenance Level: 1 - BASIC CUSTODIAL CARE (CLOSED)
Township and Range: T.39S R.4.5W S.15

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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**
Hunting	☐	☐	☒
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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: 31210

PS31210

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.1525292 miles
☐ Evidence of Construction ☐ 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: Closed-Basic Custodial Care.

Maintenance Level: 1 - BASIC CUSTODIAL CARE (CLOSED)
Township and Range: T.39S R.4.5W S.15

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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**
Hunting	☐	☐	☒
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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: 31211

PS31211

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

☒ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 6.013293 miles
☒ Evidence of Construction: Gravel ☐ Dual Track Use Level: High
☒ Regularly Maintained ☒ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

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

Additional Information:

Maintenance Level: 3 - SUITABLE FOR PASSENGER CARS
Township and Range: T.38S R.4W S.24
Trail Number (if any): 33001

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?	Yes
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
Commercial Ranching Facility	Fence	☒	☐	☐
Lands / Special Uses	Route provides access for recreation or non-recreation special uses	☒	☐	☐
Lands / Special Uses	Necessary route			
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 specifically assists in fuels management	☒	☐	☐
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	☒	☐	☐
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	Necessary road, long term needed
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route has little/no impact on wildlife habitat and/or habitat effectiveness.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 6
Riparian (MIS)	9A - Riparian Management
Riparian (MIS)	Proximate (within 1/2 mile)
Wash	Cross
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Elk (MIS)	Substantial Year-Long Range
Goshawk (MIS) (TES)	In or Through Post Fledgling Area
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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
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	☒	☐	☐
The route is a primary recreation access route, a designated system route, or a route with pending designation status (ie. Markagunt & High Desert trails?) Motorized	☒	☐	☐
ATV Use	☒	☐	☐
Equestrian	☐	☒	☐
Hunting	☐	☒	☐
Motorized Use Generally	☒	☐	☐
OHV Touring Part of the Paunsagunt trail	☒	☐	☐
Trailheads High use (summer or winter); part of summer loop route; part of designated route system; no alternate route to destination or 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

Opportunities / Recommendations:

☐ 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: 31212

PS31212

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.3832678 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.38S R.4W S.31

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 1
Wash	In
Soils	Route Subject to Erosion Concerns
Elk (MIS)	Substantial Year-Long Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☐ 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

*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: 31212A

PS31212A

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.2698695 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.38S R.4W S.31

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 1
Wash	In
Soils	Route Subject to Erosion Concerns
Elk (MIS)	Substantial Year-Long Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☐ 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

*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: 31213

PS31213

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.7539644 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.38S R.4.5W S.36

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☐ 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: 31213A

PS31213A

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.322607 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.38S R.4.5W S.36

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☐ 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

*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: 31214

PS31214

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.9423069 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.38S R.4.5W S.25

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Riparian (MIS)	Proximate (within 1/2 mile)
Wash	Proximate
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☐ 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: 31215

PS31215

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.4470385 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.38S R.4.5W S.25

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 1
Wash	Cross
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☐ 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

*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: 31216

PS31216

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.1630709 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.38S R.4W S.31

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Wash	Proximate
Elk (MIS)	Substantial Year-Long Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☐ 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

*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: 31217

PS31217

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☒ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 1.433825 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.38S R.4W S.31

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Wash	Cross
Soils	Route Subject to Erosion Concerns
Elk (MIS)	Substantial Year-Long Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☒	☐
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☐ 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

*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: 31218

PS31218

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.2438944 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.38S R.4.5W 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

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 specifically assists in fuels management	☒	☐	☐
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	☒	☐	☐
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	Necessary road, long term needed
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Riparian (MIS)	9A - Riparian Management
Riparian (MIS)	Proximate (within 1/2 mile)
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☒	☐	☐
Camping - Primitive	☒	☐	☐
Dispersed Camping Site	☒	☐	☐
Equestrian	☐	☒	☐
Hunting	☐	☒	☐
Motorized Use Generally	☐	☒	☐
OHV Touring	☒	☐	☐
Proposed Paunsagunt trail			
Wildlife Watching	☐	☒	☐
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

Opportunities / Recommendations:

☐ 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

*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: 31218A

PS31218A

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.2260423 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.38S R.4.5W 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

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 specifically assists in fuels management	☒	☐	☐
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	☒	☐	☐
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	Necessary road, long term needed
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Riparian (MIS)	9A - Riparian Management
Riparian (MIS)	Proximate (within 1/2 mile)
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☒	☐	☐
Equestrian	☐	☒	☐
Hunting	☐	☒	☐
Motorized Use Generally	☐	☒	☐
OHV Touring	☒	☐	☐
Proposed Paunsagunt trail			
Wildlife Watching	☐	☒	☐

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

Opportunities / Recommendations:

☐ 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

*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: 31218B

PS31218B

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.5443345 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.38S R.4.5W 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

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 specifically assists in fuels management	☒	☐	☐
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	☒	☐	☐
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	Necessary road, long term needed
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Riparian (MIS)	9A - Riparian Management
Riparian (MIS)	Proximate (within 1/2 mile)
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☒	☐	☐
Equestrian	☐	☒	☐
Hunting	☐	☒	☐
Motorized Use Generally	☐	☒	☐
OHV Touring	☒	☐	☐
Proposed Paunsagunt trail			
Wildlife Watching	☐	☒	☐
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

Opportunities / Recommendations:

☐ 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

*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: 31219

PS31219

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 9.036583E-02 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: Entrance to Podunk Guard Station- leave open.

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District Staff	Open	open to all uses

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
Township and Range: T.38S R.4.5W S.23

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
Administrative Uses	Administrative Site	☒	☐	☐
Administrative Uses	Compliance/Enforcement	☒	☐	☐
Lands / Special Uses	Route not necessary			
Range	Not likely to be needed in forseeable future			
Vegetation (Timber and Fuels) - Sales and Management	Not likely to be needed in foreseeable future			
Wildland Fire	Route provides access to repeaters, weather stations, look-outs, etc	☒	☐	☐
Wildland Fire	Provides convenient access only Entrance to Podunk Guard station.			

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	Necessary road, long term needed
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route has little/no impact on wildlife habitat and/or habitat effectiveness.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 1
Riparian (MIS)	9A - Riparian Management
Riparian (MIS)	Cross
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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
Route has unique destination and/or provide a satisfying experience for its type and setting (ie. good scenery, overlook, campsite, historical site, water body)	☒	☐	☐
ATV Use	☒	☐	☐
Equestrian	☐	☒	☐
Fishing	☐	☒	☐
OHV Touring	☒	☐	☐
River and Stream Access / Put In-Out	☐	☒	☐
SUV Touring	☒	☐	☐
Vistas, Sightseeing, Photography	☐	☒	☐
Wildlife Watching	☐	☒	☐
Medium to heavy (summer or winter use)			

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

Opportunities / Recommendations:

☐ 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: 31219A

PS31219A

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.2813504 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: Entrance to Podunk Guard Station- leave open.

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District Staff	Closed	close to all uses

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
Township and Range: T.38S R.4.5W S.23

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
Administrative Uses	Administrative Site	☒	☐	☐
Administrative Uses	Compliance/Enforcement	☒	☐	☐
Lands / Special Uses	Route not necessary			
Range	Not likely to be needed in forseeable future			
Vegetation (Timber and Fuels) - Sales and Management	Not likely to be needed in foreseeable future			
Wildland Fire	Route provides access to repeaters, weather stations, look-outs, etc	☒	☐	☐
Wildland Fire	Provides convenient access only Entrance to Podunk Guard station.			

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	Necessary road, long term needed
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route has little/no impact on wildlife habitat and/or habitat effectiveness.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 1
Riparian (MIS)	9A - Riparian Management
Riparian (MIS)	Cross
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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
Route has unique destination and/or provide a satisfying experience for its type and setting (ie. good scenery, overlook, campsite, historical site, water body)	☒	☐	☐
ATV Use	☒	☐	☐
Equestrian	☐	☒	☐
Fishing	☐	☒	☐
OHV Touring	☒	☐	☐
River and Stream Access / Put In-Out	☐	☒	☐
SUV Touring	☒	☐	☐
Vistas, Sightseeing, Photography	☐	☒	☐
Wildlife Watching	☐	☒	☐
Medium to heavy (summer or winter use)			

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: 31281

PS31281

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 1.83492 miles
☒ Evidence of Construction: Graded in places ☒ Dual Track Use Level: High
☐ 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
Trail Number (if any): 33003

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
Commercial Ranching Facility	Fence	☒	☐	☐
Lands / Special Uses	Route provides access for recreation or non-recreation special uses	☒	☐	☐
Lands / Special Uses	Necessary route			
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 specifically assists in fuels management	☒	☐	☐
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	☒	☐	☐
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	Necessary road, long term needed
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route has little/no impact on wildlife habitat and/or habitat effectiveness.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 3
Riparian (MIS)	9A - Riparian Management
Riparian (MIS)	Proximate (within 1/2 mile)
Wash	Cross
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Goshawk (MIS) (TES)	In or Through Post Fledgling Area
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer Range
Other Wildlife	Other Boreal toad

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	☒	☐	☐
The route is a primary recreation access route, a designated system route, or a route with pending designation status (ie. Markagunt & High Desert trails?) Motorized	☒	☐	☐
ATV Use	☒	☐	☐
Camping - Primitive	☒	☐	☐
Dispersed Camping Site	☒	☐	☐
Equestrian	☐	☒	☐
Hunting	☒	☐	☐
Motorized Use Generally	☐	☒	☐
OHV Touring Part of the Paunsagunt trail	☒	☐	☐
Wildlife Watching	☐	☒	☐
High use (summer or winter); part of summer loop route; part of designated route system; no alternate route to destination or 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

Opportunities / Recommendations:

☐ 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: 31281A

PS31281A

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 1.841708 miles
☒ Evidence of Construction: Graded in places ☒ Dual Track Use Level: High
☐ 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
Trail Number (if any): 33003

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
Commercial Ranching Facility	Fence	☒	☐	☐
Lands / Special Uses	Route provides access for recreation or non-recreation special uses	☒	☐	☐
Lands / Special Uses	Necessary route			
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 specifically assists in fuels management	☒	☐	☐
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	☒	☐	☐
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	Necessary road, long term needed
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route has little/no impact on wildlife habitat and/or habitat effectiveness.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 3
Riparian (MIS)	9A - Riparian Management
Riparian (MIS)	Proximate (within 1/2 mile)
Wash	Cross
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Goshawk (MIS) (TES)	In or Through Post Fledgling Area
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer Range
Other Wildlife	Other Boreal toad

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	☒	☐	☐
The route is a primary recreation access route, a designated system route, or a route with pending designation status (ie. Markagunt & High Desert trails?) Motorized	☒	☐	☐
ATV Use	☒	☐	☐
Camping - Primitive	☒	☐	☐
Dispersed Camping Site	☒	☐	☐
Equestrian	☐	☒	☐
Hunting	☒	☐	☐
Motorized Use Generally	☐	☒	☐
OHV Touring Part of the Paunsagunt trail	☒	☐	☐
Wildlife Watching	☐	☒	☐
High use (summer or winter); part of summer loop route; part of designated route system; no alternate route to destination or 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

Opportunities / Recommendations:

☐ 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: 31281B

PS31281B

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 1.465569 miles
☒ Evidence of Construction: Graded in places ☒ Dual Track Use Level: High
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☒ Infrequently Maintained
☐ Maintained in Past

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

Additional Information:

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District Staff	Limit	limit to admin only

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
Trail Number (if any): 33003

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
Commercial Ranching Facility	Fence	☒	☐	☐
Lands / Special Uses	Route provides access for recreation or non-recreation special uses	☒	☐	☐
Lands / Special Uses	Necessary route			
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 specifically assists in fuels management	☒	☐	☐
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	☒	☐	☐
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	Necessary road, long term needed
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route has little/no impact on wildlife habitat and/or habitat effectiveness.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 3
Riparian (MIS)	9A - Riparian Management
Riparian (MIS)	Proximate (within 1/2 mile)
Wash	Cross
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Goshawk (MIS) (TES)	In or Through Post Fledgling Area
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer Range
Other Wildlife	Other Boreal toad

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	☒	☐	☐
The route is a primary recreation access route, a designated system route, or a route with pending designation status (ie. Markagunt & High Desert trails?) Motorized	☒	☐	☐
ATV Use	☒	☐	☐
Camping - Primitive	☒	☐	☐
Dispersed Camping Site	☒	☐	☐
Equestrian	☐	☒	☐
Hunting	☒	☐	☐
Motorized Use Generally	☐	☒	☐
OHV Touring Part of the Paunsagunt trail	☒	☐	☐
Wildlife Watching High use (summer or winter); part of summer loop route; part of designated route system; no alternate route to destination or 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

Opportunities / Recommendations:

☐ 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

*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: 31351

PS31351

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.8654987 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

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 specifically assists in fuels management	☒	☐	☐
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	☒	☐	☐
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	Necessary road, long term needed
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hiking	☐	☐	☒
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

Opportunities / Recommendations:

☐ 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: 31531

PS31531

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.5473716 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
Trail Number (if any): 33022

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
Administrative Uses	Administrative Site	☒	☐	☐
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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Riparian (MIS)	Proximate (within 1/2 mile)
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☒	☐
Equestrian	☐	☒	☐
Hiking	☐	☒	☐
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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: 31562

PS31562

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.2300271 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

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			
Mining	Other Borrow pit	☒	☐	☐
Range	Road accesses permitee camps, water developments, or other improvements	☒	☐	☐
Range	Necessary route, long term needed			
Vegetation (Timber and Fuels) - Sales and Management	Not likely to be needed in foreseeable future			
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	Necessary road, long term needed
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	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 1
Wash	Cross
Soils	Route Subject to Erosion Concerns
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	In or Through Brood Rearing Area
Utah Prairie Dogs	In/Through Known Sites
	Wildlife Botany: Johnson bench Utah Prairie Dog

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	☐	☐	☒
Shooting	☒	☐	☐

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

Opportunities / Recommendations:

☐ 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

*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: 31721

PS31721

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.8367363 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

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Riparian (MIS)	Proximate (within 1/2 mile)
Wash	Proximate
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☐ 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

*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: 31750

PS31750

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.3980924 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

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Riparian (MIS)	Proximate (within 1/2 mile)
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☐ 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

*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: 31753

PS31753

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.4869137 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: Route designation applies only to those portions of the route located on public land.

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES

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
Commercial Ranching Facility	Fence	☒	☐	☐
Commercial Ranching Facility	Gate	☒	☐	☐
Lands / Special Uses	Route provides access to private or other agency land	☒	☐	☐
Lands / Special Uses	Necessary route			
Private Property	Access	☐	☒	☐
Range	Road accesses permitee camps, water developments, or other improvements	☒	☐	☐
Range	Not needed for 20-30 years, but keep prism			
Vegetation (Timber and Fuels) - Sales and Management	Not likely to be needed in foreseeable future			
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	Necessary road, long term needed
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route has little/no impact on wildlife habitat and/or habitat effectiveness.
Wash	Proximate
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	In or Through Brood Rearing Area

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
Equestrian	☒	☐	☐
Hunting	☐	☐	☒
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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: 31815

PS31815

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 2.351663 miles
☒ Evidence of Construction: Graded in places ☒ Dual Track Use Level: High
☐ 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
Trail Number (if any): 33002

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
Commercial Ranching Facility	Cattleguard	☒	☐	☐
Commercial Ranching Facility	Fence	☒	☐	☐
Commercial Ranching Facility	Pond, Reservoir	☒	☐	☐
Commercial Ranching Facility	Range Pipeline	☐	☒	☐
Lands / Special Uses	Route provides access for recreation or non-recreation special uses	☒	☐	☐
Lands / Special Uses	Route provides access to private or other agency land	☒	☐	☐
Lands / Special Uses	Necessary route			
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 specifically assists in fuels management	☒	☐	☐
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	☒	☐	☐
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	Necessary road, long term needed
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	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 5
Riparian (MIS)	Proximate (within 1/2 mile)
Wash	Cross
Soils	Route Subject to Erosion Concerns
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	In or Through Brood Rearing Area
Other Wildlife	Other UPD Wildlife Botany: Utah Prairie Dog colony @ Johnson bench

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	☒	☐	☐
The route is a primary recreation access route, a designated system route, or a route with pending designation status (ie. Markagunt & High Desert trails?) Motorized	☒	☐	☐
ATV Use	☒	☐	☐
Hunting	☐	☒	☐
Motorized Use Generally	☐	☒	☐
OHV Touring	☒	☐	☐

Part of the Fremont Trail

High use (summer or winter); part of summer loop route; part of designated route system; no alternate route to destination or 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

Opportunities / Recommendations:

☐ 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: 31974

PS31974

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.3999987 miles
☐ Evidence of Construction ☐ 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: Closed-Basic Custodial Care.

Maintenance Level: 1 - BASIC CUSTODIAL CARE (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	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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Wash	Proximate
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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
Hunting	☐	☐	☒
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

Opportunities / Recommendations:

☐ 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

*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: 31975

PS31975

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: 0.52505 miles
Use Level: Low
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.

Maintenance Level: 1 - BASIC CUSTODIAL CARE (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	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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 1
Wash	Cross
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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
Hunting	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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

*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: 31978

PS31978

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

☐ Principal Feeder/Trunk
☒ Other
☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

☐ Connector
☐ Loop
☒ Spur

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

Length: 0.350803 miles
Use Level: Low
Maint. # (if any)

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

Additional Information: Closed-Basic Custodial Care.

Maintenance Level: 1 - BASIC CUSTODIAL CARE (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	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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Elk (MIS)	High Summer Range
Goshawk (MIS) (TES)	In or Through Post Fledgling Area
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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**
Hunting	☐	☐	☒
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

Opportunities / Recommendations:

☐ 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

*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: 32017

PS32017

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.3381979 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

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Wash	Proximate
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☐ 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

*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: 32018

PS32018

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.5434433 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

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
Commercial Ranching Facility	Fence	☒	☐	☐
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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Riparian (MIS)	9A - Riparian Management
Riparian (MIS)	Proximate (within 1/2 mile)
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☐ 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: 32132

PS32132

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.2863764 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

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Riparian (MIS)	9A - Riparian Management
Riparian (MIS)	Proximate (within 1/2 mile)
Wash	Proximate
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	Proximate to Brood Rearing Area (within 1 mile)
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: 32133

PS32133

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.3796085 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

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
Commercial Ranching Facility	Pond, Reservoir	☒	☐	☐
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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Riparian (MIS)	9A - Riparian Management
Riparian (MIS)	Proximate (within 1/2 mile)
Wash	Proximate
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	Proximate to Brood Rearing Area (within 1 mile)
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: 32134

PS32134

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.5779958 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:

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District Staff	Closed	Route is not needed.

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES

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
Commercial Ranching Facility	Fence	☒	☐	☐
Commercial Ranching Facility	Pond, Reservoir	☒	☐	☐
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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 1
Wash	Cross
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	Proximate to Brood Rearing Area (within 1 mile)
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: 32135

PS32135

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.2659421 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

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
Commercial Ranching Facility	Corral / Handling Pen	☒	☐	☐
Commercial Ranching Facility	Enclosed Tank, Trick Tank	☒	☐	☐
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	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	Necessary road, long term needed
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route has little/no impact on wildlife habitat and/or habitat effectiveness.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 1
Riparian (MIS)	9A - Riparian Management
Riparian (MIS)	Proximate (within 1/2 mile)
Wash	Cross
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	Proximate to Brood Rearing Area (within 1 mile)
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Camping - Primitive	☒	☐	☐
Dispersed Camping Site	☒	☐	☐
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☐ 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

*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: 32137

PS32137

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.4345204 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

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
Commercial Ranching Facility	Fence	☒	☐	☐
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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Riparian (MIS)	9A - Riparian Management
Riparian (MIS)	Proximate (within 1/2 mile)
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	Proximate to Brood Rearing Area (within 1 mile)
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: 32138

PS32138

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.1237952 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

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Riparian (MIS)	9A - Riparian Management
Riparian (MIS)	Proximate (within 1/2 mile)
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	Proximate to Brood Rearing Area (within 1 mile)
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: 32156

PS32156

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.7114599 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

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	Proximate to Brood Rearing Area (within 1 mile)
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: 32171

PS32171

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.47227 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

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☐ 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

*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: 32218

PS32218

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.2061697 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

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Riparian (MIS)	Proximate (within 1/2 mile)
Elk (MIS)	Substantial Year-Long Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒
Vistas, Sightseeing, Photography	☐	☒	☐
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

Opportunities / Recommendations:

☐ 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: 32219

PS32219

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.5418236 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

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Wash	Proximate
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: 32220

PS32220

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.2137152 miles
☐ Evidence of Construction ☐ 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: Closed-Basic Custodial Care.

Maintenance Level: 1 - BASIC CUSTODIAL CARE (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	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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Wash	Proximate
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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**
Hunting	☐	☐	☒
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

Opportunities / Recommendations:

☐ 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

*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: 32221

PS32221

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

☐ Principal Feeder/Trunk
☒ Other
☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

☐ Connector
☐ Loop
☒ Spur

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

Length: 0.7949316 miles
Use Level: Low
Maint. # (if any)

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

Additional Information: Closed-Basic Custodial Care.

Maintenance Level: 1 - BASIC CUSTODIAL CARE (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	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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Elk (MIS)	High Summer Range
Goshawk (MIS) (TES)	In or Through Post Fledgling Area
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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**
Hunting	☐	☐	☒
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

Opportunities / Recommendations:

☐ 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

*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: 32222

PS32222

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

☐ Principal Feeder/Trunk
☒ Other
☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

☐ Connector
☐ Loop
☒ Spur

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

Length: 0.3709458 miles
Use Level: Low
Maint. # (if any)

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

Additional Information: Closed-Basic Custodial Care.

Maintenance Level: 1 - BASIC CUSTODIAL CARE (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	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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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**
Hunting	☐	☐	☒
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

Opportunities / Recommendations:

☐ 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

*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: 32225

PS32225

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

☐ Principal Feeder/Trunk
☒ Other
☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

☐ Connector
☐ Loop
☒ Spur

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

Length: 0.1926585 miles
Use Level: Low
Maint. # (if any)

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

Additional Information: Closed-Basic Custodial Care.

Maintenance Level: 1 - BASIC CUSTODIAL CARE (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	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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Wash	Proximate
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Vistas, Sightseeing, Photography	☒	☐	☐
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

Opportunities / Recommendations:

☐ 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

*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: 32226

PS32226

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.4799939 miles
☐ Evidence of Construction ☐ 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: Closed-Basic Custodial Care.

Maintenance Level: 1 - BASIC CUSTODIAL CARE (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	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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Wash	Proximate
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☒	☐
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

Opportunities / Recommendations:

☐ 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

*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: 32227

PS32227

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: 0.1680106 miles
Use Level: Low
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.

Maintenance Level: 1 - BASIC CUSTODIAL CARE (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	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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Hunting	☐	☐	☒
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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: 32228

PS32228

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: 0.2235972 miles
Use Level: Low
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.

Maintenance Level: 1 - BASIC CUSTODIAL CARE (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	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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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**
Hunting	☐	☐	☒
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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: 32230

PS32230

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.2666133 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: :NPS

Additional Information:

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES

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
Commercial Ranching Facility	Fence	☒	☐	☐
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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Wash	Proximate
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: 32340

PS32340

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.2325771 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

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	Route has noxious weed issues	☒	☐	☐
Range	Necessary route, long term needed			
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**

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	None to low risk to soil & water resources
Wildlife / Botany	Route has little/no impact on wildlife habitat and/or habitat effectiveness.
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer 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	☐	☐	☒
Hunting	☐	☐	☒
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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: 32353

PS32353

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 1.014952 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

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Riparian (MIS)	9A - Riparian Management
Riparian (MIS)	Proximate (within 1/2 mile)
Wash	Proximate
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	Proximate to Brood Rearing Area (within 1 mile)
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Camping - Primitive	☒	☐	☐
Dispersed Camping Site	☒	☐	☐
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☐ 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

*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: 32354

PS32354

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.2929277 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

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Wash	Proximate
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	Proximate to Brood Rearing Area (within 1 mile)
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: 32355

PS32355

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.5556148 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

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Wash	Proximate
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	Proximate to Brood Rearing Area (within 1 mile)
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☐ 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

*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: 32356

PS32356

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 1.274383 miles
☐ Evidence of Construction ☐ Dual Track Use Level: Low
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

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

Additional Information: Closed-Basic Custodial Care.

Maintenance Level: 1 - BASIC CUSTODIAL CARE (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 provides access to private or other agency land	☒	☐	☐
Lands / Special Uses	Route not necessary			
Private Property	Access	☐	☒	☐
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	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	Not likely to be needed in forseeable future
Hydrology	Route impacts channels, floodplains, wetlands or riparian areas
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).
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 1
Riparian (MIS)	9A - Riparian Management
Riparian (MIS)	Proximate (within 1/2 mile)
Wash	Cross
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	In or Through Brood Rearing Area
Wild Turkey (MIS)	High Summer Range
	Wildlife Botany: Utah Prairie Dog

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	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: 32357

PS32357

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.6280636 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

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Riparian (MIS)	Proximate (within 1/2 mile)
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	In or Through Brood Rearing Area
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: 32358

PS32358

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.335621 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

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
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)
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☐ 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

*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: 32359

PS32359

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

☐ Principal Feeder/Trunk
☒ Other
☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

☐ Connector
☐ Loop
☒ Spur

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

Length: 0.4576008 miles
Use Level: Low
Maint. # (if any)

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

Additional Information: Closed-Basic Custodial Care.

Maintenance Level: 1 - BASIC CUSTODIAL CARE (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	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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
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)
Wild Turkey (MIS)	High Summer 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
Hunting	☐	☐	☒
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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: 32360

PS32360

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: 0.1771217 miles
Use Level: Low
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.

Maintenance Level: 1 - BASIC CUSTODIAL CARE (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	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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	Proximate to Brood Rearing Area (within 1 mile)
Wild Turkey (MIS)	High Summer 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**
Hunting	☐	☐	☒
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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: 32361

PS32361

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.6503237 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:

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District Staff	Closed	Route is not necessary. May need to delay implementation to accommodate East Fork Under Burn.

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
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)
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Camping - Primitive	☒	☐	☐
Dispersed Camping Site	☒	☐	☐
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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: 32362

PS32362

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.6774409 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

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
Commercial Ranching Facility	Fence	☒	☐	☐
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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
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)
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: 32363

PS32363

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☒ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.5403888 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:

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District Staff	Closed	Route is not necessary.

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES

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
Commercial Ranching Facility	Fence	☒	☐	☐
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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Wash	Proximate
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	Proximate to Brood Rearing Area (within 1 mile)
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: 32363A

PS32363A

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☒ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.3743037 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:

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District Staff	Closed	Route is not necessary. May need to delay implementation to accommodate East Fork Under Burn.

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES

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
Commercial Ranching Facility	Fence	☒	☐	☐
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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Wash	Proximate
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	Proximate to Brood Rearing Area (within 1 mile)
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: 32364

PS32364

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.3814407 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:

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District Staff	Closed	Route is not necessary.

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	Proximate to Brood Rearing Area (within 1 mile)
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: 32365

PS32365

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.292321 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:

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District Staff	Closed	Route is not necessary.

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	Proximate to Brood Rearing Area (within 1 mile)
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: 32365A

PS32365A

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.3135196 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

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	Proximate to Brood Rearing Area (within 1 mile)
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: 32366

PS32366

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.2473877 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

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Wash	Proximate
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	Proximate to Brood Rearing Area (within 1 mile)
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: 32367

PS32367

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☒ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 1.963141 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:

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District Staff		Route is primarily used by ATVs

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES

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
Administrative Uses	Administrative Site	☒	☐	☐
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 specifically assists in fuels management	☒	☐	☐
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	☒	☐	☐
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	Necessary road, long term needed
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Wash	Proximate
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
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
Wild Turkey (MIS)	High Summer 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	☒	☐	☐
Used by ATV permittee			
Camping - Primitive	☒	☐	☐
Commercial Recreation Permit	☒	☐	☐
Dispersed Camping Site	☒	☐	☐
Equestrian	☐	☒	☐
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

Opportunities / Recommendations:

☐ 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: 32368

PS32368

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.3765805 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:

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District Staff	Closed	route not necessary

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES

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
Administrative Uses	Administrative Site	☒	☐	☐
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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 1
Riparian (MIS)	9A - Riparian Management
Riparian (MIS)	Proximate (within 1/2 mile)
Wash	Cross
Soils	Route Subject to Erosion Concerns
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	In or Through Brood Rearing Area
Wild Turkey (MIS)	High Summer 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
Equestrian	☐	☒	☐
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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: 32368A

PS32368A

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.2748049 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

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
Administrative Uses	Administrative Site	☒	☐	☐
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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 1
Riparian (MIS)	9A - Riparian Management
Riparian (MIS)	Proximate (within 1/2 mile)
Wash	Cross
Soils	Route Subject to Erosion Concerns
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	In or Through Brood Rearing Area
Wild Turkey (MIS)	High Summer 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
Equestrian	☐	☒	☐
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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: 32369

PS32369

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.9967369 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

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Riparian (MIS)	9A - Riparian Management
Riparian (MIS)	Proximate (within 1/2 mile)
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	In or Through Brood Rearing Area
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: 32370

PS32370

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.8938298 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:

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District Staff	Closed	Route is not necessary.

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES

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
Administrative Uses	Administrative Site	☐	☒	☐
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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 5
Wash	In
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	In or Through Brood Rearing Area
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: 32370A

PS32370A

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.2036601 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

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
Administrative Uses	Administrative Site	☒	☐	☐
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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 5
Wash	In
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	In or Through Brood Rearing Area
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: 32371

PS32371

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.3495778 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:

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District Staff	Closed	Route is not necessary.

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Streams and Lakes	Within 200' of Stream(s)
Wash	Cross
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	In or Through Brood Rearing Area
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: G30003

PSG30003

Facilitator(s): Ren Scammon
Team Members: Dixie Staff

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.1833832 miles
☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

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

Additional Information:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

☒ 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.

Other/Common Name: G30004

PSG30004

Facilitator(s): Ren Scammon
Team Members: Dixie Staff

☐ Principal Feeder/Trunk
☐ Other

☐ Connector
☐ Loop
☐ Spur

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

Length: 0.4720889 miles
Use Level:
Maint. # (if any)

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

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

Additional Information:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

☒ 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.

Other/Common Name: T34003

PST34003

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: 0.1637533 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: Part of the Paunsagunt trail

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District Staff	Limit	limit to atv

Route Needed?: Yes- timber

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐
Commercial Ranching Facility	Cattleguard	☒	☐	☐
Commercial Ranching Facility	Fence	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☒	☐	☐
Equestrian	☐	☐	☒
Hunting	☐	☒	☐
Motorized Use Generally	☐	☒	☐
OHV Touring	☒	☐	☐

Part of the Paunsagunt trail

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

Opportunities / Recommendations:

☐ 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

*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: T34004

PST34004

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.4358158 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:

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District Staff	Limit	Limit this to ATV

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
Township and Range: T.37S R.4.5W S.28
Trail Number (if any): 33003

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	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☒	☐	☐
Equestrian	☐	☐	☒
Hiking	☐	☒	☐
Part of the Grand View trail			
Hunting	☐	☒	☐
OHV Touring	☒	☐	☐
Part of the Paunsagunt trail			
Vistas, Sightseeing, Photography	☐	☒	☐
Wildlife Watching	☐	☒	☐
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

Opportunities / Recommendations:

☐ Close ☒ Limit* ☐ Open*

☒ Limits:

☒ 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

*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: U3001

PSU3001

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 8.752616E-02 miles

☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

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

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Livestock grazing, hunting
Route Needed?: No

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U3002

PSU3002

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.1631313 miles
☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

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

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Livestock grazing, hunting
Route Needed?: No

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U3004

PSU3004

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.5971773 miles
☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

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

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Livestock, chaining
Route Needed?: No

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U3005

PSU3005

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.6592397 miles
☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

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

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Livestock, chaining
Route Needed?: No

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U3006

PSU3006

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 1.175685 miles
☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

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

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Livestock, chaining
Route Needed?: No

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U3007

PSU3007

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.1143998 miles
☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

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

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Livestock, chaining
Route Needed?: No

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U3008

PSU3008

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.5696957 miles
☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

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

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Livestock, chaining
Route Needed?: No

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U3009

PSU3009

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.2808352 miles
☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

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

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Livestock, chaining
Route Needed?: No

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U3011

PSU3011

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.3359181 miles
☐ Evidence of Construction ☒ 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: Route designation applies only to those portions of the route located on public land.

Maintenance Level: Unauthorized
Route Needed?: Yes- Homestead

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? **No**

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
Inventoried Roadless Area	In or Through
	Fishhook
Elk (MIS)	Substantial Year-Long Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Year-Long Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hiking	☒	☐	☐
Part of the Grand View Trail.			
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

Route Redundancy

Can the 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:

Public Uses	Yes
Other	No

Opportunities / Recommendations:

☐ Close ☒ Limit* ☐ Open*

☒ Limits:

☒ 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

*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: U3011A

PSU3011A

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 1.151516 miles
☐ Evidence of Construction ☒ 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: Route designation applies only to those portions of the route located on public land.

Maintenance Level: Unauthorized
Route Needed?: Yes- Homestead

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? **No**

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
Inventoried Roadless Area	In or Through
	Fishhook
Elk (MIS)	Substantial Year-Long Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Year-Long Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hiking	☒	☐	☐
Part of the Grand View Trail.			
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

Route Redundancy

Can the 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:

Public Uses	Yes
Other	No

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3012

PSU3012

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 7.753156 miles
☐ Evidence of Construction ☒ 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: Route designation applies only to those portions of the route located on public land.

Maintenance Level: Unauthorized
Route Needed?: Yes- timber and veg work

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
Administrative Uses	Vegetation Treatment	☒	☐	☐
Future Timber Potential	In or Through	☒	☐	☐

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
Elk (MIS)	Substantial Year-Long Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3042

PSU3042

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: 0.4198604 miles
Use Level: Low
Maint. # (if any)

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

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

Additional Information: Group 12

Maintenance Level: Unauthorized
Route Needed?: Yes- timber

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐
Commercial Ranching Facility	Fence	☒	☐	☐

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
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)
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3052

PSU3052

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.1921232 miles
☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

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

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Range
Route Needed?: No

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U3053

PSU3053

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: 0.5304183 miles
Use Level: Low
Maint. # (if any)

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

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

Additional Information: Group 11

Maintenance Level: Unauthorized
Route Needed?: Yes- timber

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐
Commercial Ranching Facility	Fence	☒	☐	☐
Commercial Ranching Facility	Gate	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	In or Through Brood Rearing Area
Wild Turkey (MIS)	High Summer Range
Other Wildlife	Other UPD

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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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

*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: U3055

PSU3055

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: 0.4403435 miles
Use Level: Low
Maint. # (if any)

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

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

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	In or Through Brood Rearing Area
Wild Turkey (MIS)	High Summer Range
Other Wildlife	Other UPD

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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3058

PSU3058

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: 0.521685 miles
Use Level: Low
Maint. # (if any)

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

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

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber, grazing, hunting
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Elk (MIS)	High Summer Range
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
Wild Turkey (MIS)	High Summer 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
Dispersed Camping Site	☒	☐	☐

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

Opportunities / Recommendations:

☐ 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

*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: U3059

PSU3059

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: 0.1034489 miles
Use Level: Low
Maint. # (if any)

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

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

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: No

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	Proximate to Brood Rearing Area (within 1 mile)
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3060

PSU3060

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: 0.583003 miles
Use Level: Low
Maint. # (if any)

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

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

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Wash	Proximate
Elk (MIS)	High Summer Range
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
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3061

PSU3061

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

☐ Principal Feeder/Trunk
☒ Other

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

☒ Connector
☐ Loop
☒ Spur

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

Length: 0.4716536 miles
Use Level: Low
Maint. # (if any)

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

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	Proximate to Brood Rearing Area (within 1 mile)
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Dispersed Camping Site	☒	☐	☐
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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

*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: U3062

PSU3062

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: 0.1702033 miles
Use Level: Low
Maint. # (if any)

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

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

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	Proximate to Brood Rearing Area (within 1 mile)
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3063

PSU3063

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: 0.1122198 miles
Use Level: Low
Maint. # (if any)

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

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

Additional Information:

Maintenance Level: Unauthorized

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	Proximate to Brood Rearing Area (within 1 mile)
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3072

PSU3072

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: 0.3226681 miles
Use Level: Low
Maint. # (if any)

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

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

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	Proximate to Brood Rearing Area (within 1 mile)
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3073

PSU3073

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: 0.2310085 miles
Use Level: Low
Maint. # (if any)

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

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

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 2
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	Proximate to Brood Rearing Area (within 1 mile)
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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

*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: U3073A

PSU3073A

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: 0.6756862 miles
Use Level: Low
Maint. # (if any)

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

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

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 2
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	Proximate to Brood Rearing Area (within 1 mile)
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3074

PSU3074

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: 0.4253869 miles
Use Level: Low
Maint. # (if any)

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

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

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	Proximate to Brood Rearing Area (within 1 mile)
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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

*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: U3075

PSU3075

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.1930703 miles
☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

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

Additional Information:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U3076

PSU3076

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

☐ Principal Feeder/Trunk
☒ Other

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

☒ Connector
☐ Loop
☒ Spur

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

Length: 0.2901182 miles
Use Level: Low
Maint. # (if any)

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

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	Proximate to Brood Rearing Area (within 1 mile)
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3077

PSU3077

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

☐ Principal Feeder/Trunk
☒ Other

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

☒ Connector
☐ Loop
☒ Spur

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

Length: 0.2799746 miles
Use Level: Low
Maint. # (if any)

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

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 1
Wash	Cross
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	Proximate to Brood Rearing Area (within 1 mile)
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3078

PSU3078

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: 0.1834075 miles
Use Level: Low
Maint. # (if any)

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

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

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 1
Wash	Cross
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	Proximate to Brood Rearing Area (within 1 mile)
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3079

PSU3079

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: 0.3339176 miles
Use Level: Low
Maint. # (if any)

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

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

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	Proximate to Brood Rearing Area (within 1 mile)
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3080

PSU3080

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: 0.1092555 miles
Use Level: Low
Maint. # (if any)

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

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

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	Proximate to Brood Rearing Area (within 1 mile)
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3081

PSU3081

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: 0.1326646 miles
Use Level: Low
Maint. # (if any)

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

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

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	Proximate to Brood Rearing Area (within 1 mile)
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3085

PSU3085

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.2799112 miles
☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

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

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: No

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U3086

PSU3086

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: 0.1673426 miles
Use Level: Low
Maint. # (if any)

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

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

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 1
Wash	In
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	Proximate to Brood Rearing Area (within 1 mile)
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3087

PSU3087

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: 0.2069754 miles
Use Level: Low
Maint. # (if any)

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

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

Additional Information:

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District Staff	Limit	goes to water development

Maintenance Level: Unauthorized
Origin, Use and Issues: Dispersed
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐
Commercial Ranching Facility	Fence	☒	☐	☐
Commercial Ranching Facility	Range Pipeline	☒	☐	☐
Commercial Ranching Facility	Trough	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Camping - Primitive	☒	☐	☐
Dispersed Camping Site	☒	☐	☐
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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

*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: U3088

PSU3088

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: 0.6263379 miles
Use Level: Low
Maint. # (if any)

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

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

Additional Information:

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District Staff	Closed	Route not needed

Maintenance Level: Unauthorized

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 4
Wash	In
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Camping - Primitive	☒	☐	☐
Dispersed Camping Site	☒	☐	☐
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3088A

PSU3088A

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: 0.7052318 miles
Use Level: Low
Maint. # (if any)

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

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

Additional Information:

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District Staff	Closed	Route not needed

Maintenance Level: Unauthorized

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 4
Wash	In
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Camping - Primitive	☒	☐	☐
Dispersed Camping Site	☒	☐	☐
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3089

PSU3089

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

☐ Principal Feeder/Trunk
☒ Other

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

☒ Connector
☒ Loop
☐ Spur

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

Length: 0.4123967 miles
Use Level: Low
Maint. # (if any)

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

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Camping - Primitive	☒	☐	☐
Dispersed Camping Site	☒	☐	☐
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3090

PSU3090

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.2747268 miles
☐ Evidence of Construction ☒ 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: Group 4
The routes in this area were identified as being needed for timber but there is a very high route density.

Maintenance Level: Unauthorized
Route Needed?: Yes- timber

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3092

PSU3092

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: 0.2732809 miles
Use Level: Low
Maint. # (if any)

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

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

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 4
Wash	In
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3093

PSU3093

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: 0.4045101 miles
Use Level: Low
Maint. # (if any)

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

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

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 3
Wash	In
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	Proximate to Brood Rearing Area (within 1 mile)
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Camping - Primitive	☒	☐	☐
Dispersed Camping Site	☒	☐	☐
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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

*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: U3093A

PSU3093A

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

☐ Principal Feeder/Trunk
☒ Other

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

☒ Connector
☐ Loop
☐ Spur

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

Length: 0.4524213 miles
Use Level: Low
Maint. # (if any)

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

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 3
Wash	In
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	Proximate to Brood Rearing Area (within 1 mile)
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Camping - Primitive	☒	☐	☐
Dispersed Camping Site	☒	☐	☐
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3095

PSU3095

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: 0.965597 miles
Use Level: Low
Maint. # (if any)

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

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

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Wash	Proximate
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	Proximate to Brood Rearing Area (within 1 mile)
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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

*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: U3096

PSU3096

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: 0.2592027 miles
Use Level: Low
Maint. # (if any)

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

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

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 1
Wash	In
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	Proximate to Brood Rearing Area (within 1 mile)
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3097

PSU3097

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: 0.2787518 miles
Use Level: Low
Maint. # (if any)

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

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

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	Proximate to Brood Rearing Area (within 1 mile)
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3101

PSU3101

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.2191922 miles
☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

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

Additional Information:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U31019

PSU31019

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 5.972666E-02 miles

☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

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

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: No

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U3102

PSU3102

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: 0.2027022 miles
Use Level: Low
Maint. # (if any)

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

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

Additional Information:

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District Staff	Closed	Route is not necessary.

Maintenance Level: Unauthorized

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

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3104

PSU3104

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.163697 miles
☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

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

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber, grazing
Route Needed?: No

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U3105

PSU3105

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: 0.3060068 miles
Use Level: Low
Maint. # (if any)

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

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

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	Proximate to Brood Rearing Area (within 1 mile)
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3107

PSU3107

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 5.586741E-02 miles

☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

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

Additional Information:

Maintenance Level: Unauthorized
Route Needed?:

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U3110

PSU3110

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: 0.7581906 miles
Use Level: Low
Maint. # (if any)

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

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

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other	☒	☐	☐
	Timber			
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3111

PSU3111

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: 0.3145469 miles
Use Level: Low
Maint. # (if any)

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

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

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other	☒	☐	☐
	Timber			
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3112

PSU3112

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: 0.1313682 miles
Use Level: Low
Maint. # (if any)

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

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

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber

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
Administrative Uses	Other Timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3113

PSU3113

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: 0.2094043 miles
Use Level: Low
Maint. # (if any)

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

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

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other	☒	☐	☐
	Timber			
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3114

PSU3114

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

☐ Principal Feeder/Trunk
☒ Other

☐ Connector
☐ Loop
☒ Spur

☐ Single Track
☐ Motorcycle Track
☐ ATV Route

Length: 7.480503E-02 miles

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

☒ Dual Track
☐ Graded Track

Use Level: Low
Maint. # (if any)

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

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other	☒	☐	☐
	Timber			
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3115

PSU3115

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: 0.1107569 miles
Use Level: Low
Maint. # (if any)

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

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

Additional Information:

Maintenance Level: Unauthorized

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
Administrative Uses	Other Timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3116

PSU3116

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.5574672 miles
☐ Evidence of Construction ☒ 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: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes - Timber and Range

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
Administrative Uses	Other	☒	☐	☐
	Timber			
Administrative Uses	Vegetation Treatment	☒	☐	☐
Commercial Ranching Facility	Fence	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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

*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: U3118

PSU3118

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: 0.1302003 miles
Use Level: Low
Maint. # (if any)

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

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

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3119

PSU3119

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: 0.4712346 miles
Use Level: Low
Maint. # (if any)

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

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

Additional Information: The routes in this area were identified as being needed for timber but there is a very high route density. Group 2

Maintenance Level: Unauthorized
Route Needed?: Yes- timber

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Wash	In
Soils	Route Subject to Erosion Concerns
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3120

PSU3120

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: 0.2518294 miles
Use Level: Low
Maint. # (if any)

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

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

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other	☒	☐	☐
	Timber			
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U31205A

PSU31205A

Facilitator(s): Ren Scammon
Team Members: Dixie Staff

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 7.030568E-02 miles

☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

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

Additional Information:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3121

PSU3121

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: 0.1851368 miles
Use Level: Low
Maint. # (if any)

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

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

Additional Information:

Maintenance Level: Unauthorized

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
Administrative Uses	Other Timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3123

PSU3123

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: 0.3396484 miles
Use Level: Low
Maint. # (if any)

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

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

Additional Information: Group 1

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other	☒	☐	☐
	Timber			
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U31238

PSU31238

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.1597653 miles
☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

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

Additional Information:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U31239

PSU31239

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.2135905 miles
☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

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

Additional Information:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U3124

PSU3124

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: 0.1883805 miles
Use Level: Low
Maint. # (if any)

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

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

Additional Information: Group 1

Maintenance Level: Unauthorized
Route Needed?: Yes- timber

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
Administrative Uses	Other Timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U31244

PSU31244

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: 0.4712503 miles
Use Level: Low
Maint. # (if any)

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

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

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- Timber

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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

*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: U31245

PSU31245

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.1166635 miles
☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

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

Additional Information:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U3125

PSU3125

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: 0.1037657 miles
Use Level: Low
Maint. # (if any)

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

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

Additional Information: Group 1

Maintenance Level: Unauthorized
Route Needed?: Yes- timber

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
Administrative Uses	Other Timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U31253

PSU31253

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.3699386 miles
☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

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

Additional Information:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U31255

PSU31255

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: 0.3784132 miles
Use Level: Low
Maint. # (if any)

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

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

Additional Information:

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District Staff	Closed	close to all uses

Maintenance Level: Unauthorized
Route Needed?: Yes- Timber

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U31256

PSU31256

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: 0.2351307 miles
Use Level: Low
Maint. # (if any)

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

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

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- Timber

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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? **Yes**

If yes, how?

Redundant to 31119

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U31257

PSU31257

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: 0.2524533 miles
Use Level: Low
Maint. # (if any)

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

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

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- Timber

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U31259

PSU31259

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: 0.4337926 miles
Use Level: Low
Maint. # (if any)

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

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

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 2
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3126

PSU3126

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: 0.5403731 miles
Use Level: Low
Maint. # (if any)

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

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

Additional Information: Group 1

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other	☒	☐	☐
	Timber			
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U31260

PSU31260

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: 0.1100068 miles
Use Level: Low
Maint. # (if any)

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

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

Additional Information:

Maintenance Level: Unauthorized

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 2
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U31261

PSU31261

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: 0.2541302 miles
Use Level: Low
Maint. # (if any)

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

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

Additional Information:

Maintenance Level: Unauthorized

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U31262

PSU31262

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: 0.1498795 miles
Use Level: Low
Maint. # (if any)

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

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

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U31263

PSU31263

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: 0.1061724 miles
Use Level: Low
Maint. # (if any)

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

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

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U31264

PSU31264

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: 0.1487687 miles
Use Level: Low
Maint. # (if any)

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

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

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U31265

PSU31265

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: 0.1503423 miles
Use Level: Low
Maint. # (if any)

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

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

Additional Information:

Maintenance Level: Unauthorized

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U31266

PSU31266

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: 0.347146 miles
Use Level: Low
Maint. # (if any)

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

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

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U31267

PSU31267

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: 0.1275593 miles
Use Level: Low
Maint. # (if any)

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

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

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U31268

PSU31268

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: 0.1907559 miles
Use Level: Low
Maint. # (if any)

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

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

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3127

PSU3127

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: 0.1599674 miles
Use Level: Low
Maint. # (if any)

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

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

Additional Information: Group 1

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other	☒	☐	☐
	Timber			
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U31270

PSU31270

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 9.088969E-02 miles

☐ Evidence of Construction ☒ 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: Unauthorized

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U31271

PSU31271

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: 0.0441047 miles
Use Level: Low
Maint. # (if any)

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

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

Additional Information:

Maintenance Level: Unauthorized

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 2
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U31272

PSU31272

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 5.990654E-02 miles

☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

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

Additional Information:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U31275

PSU31275

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: 0.5064963 miles
Use Level: Low
Maint. # (if any)

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

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

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- Timber

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Goshawk (MIS) (TES)	In or Through Post Fledgling Area
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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

*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: U31276

PSU31276

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: 0.19779 miles
Use Level: Low
Maint. # (if any)

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

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

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- Timber

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Goshawk (MIS) (TES)	In or Through Post Fledgling Area
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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

*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: U31277

PSU31277

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: 0.4236363 miles
Use Level: Low
Maint. # (if any)

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

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

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- Timber

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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

*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: U31278

PSU31278

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 9.724387E-03 miles

☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

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

Additional Information:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U31279

PSU31279

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 4.182125E-02 miles

☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

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

Additional Information:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U31283

PSU31283

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: 0.1732386 miles
Use Level: Low
Maint. # (if any)

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

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

Additional Information:

Maintenance Level: Unauthorized
Township and Range: T.38S R.5W S.36
Route Needed?: Yes- timber

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
Administrative Uses	Vegetation Treatment	☒	☐	☐
Future Timber Potential	In or Through	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U31284

PSU31284

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: 0.3069152 miles
Use Level: Low
Maint. # (if any)

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

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

Additional Information:

Maintenance Level: Unauthorized
Township and Range: T.38S R.5W S.36
Route Needed?: Yes- timber

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
Administrative Uses	Vegetation Treatment	☒	☐	☐
Future Timber Potential	In or Through	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☐ 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

*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: U31285

PSU31285

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: 0.1835717 miles
Use Level: Low
Maint. # (if any)

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

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

Additional Information:

Maintenance Level: Unauthorized
Township and Range: T.38S R.5W S.36
Route Needed?: Yes- timber

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
Administrative Uses	Vegetation Treatment	☒	☐	☐
Future Timber Potential	In or Through	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U31287

PSU31287

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: 0.403611 miles
Use Level: Low
Maint. # (if any)

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

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

Additional Information:

Maintenance Level: Unauthorized
Township and Range: T.38S R.5W S.36
Route Needed?: Yes- timber

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
Administrative Uses	Vegetation Treatment	☒	☐	☐
Future Timber Potential	In or Through	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☐ 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

*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: U31288

PSU31288

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: 0.8807914 miles
Use Level: Low
Maint. # (if any)

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

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

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- timber

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☒	☐
Equestrian	☐	☐	☒
Hunting	☐	☒	☐
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U31290

PSU31290

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: 0.278487 miles
Use Level: Low
Maint. # (if any)

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

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

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- Timber

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
Administrative Uses	Vegetation Treatment	☒	☐	☐
Future Timber Potential	In or Through	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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

*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: U31293

PSU31293

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 4.067625E-02 miles

☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

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

Additional Information:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U31295

PSU31295

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: 0.3476464 miles
Use Level: Low
Maint. # (if any)

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

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

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- timber

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐
Commercial Ranching Facility	Fence	☒	☐	☐

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
Inventoried Roadless Area	In or Through Fishhook
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U31296

PSU31296

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: 1.738058 miles
Use Level: Low
Maint. # (if any)

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

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

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- timber

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Wash	Cross
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3130

PSU3130

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: 0.3703648 miles
Use Level: Low
Maint. # (if any)

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

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

Additional Information: Group 1

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other	☒	☐	☐
	Timber			
Administrative Uses	Vegetation Treatment	☒	☐	☐
Commercial Ranching Facility	Fence	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing
	Number of crossings: 1
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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

*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: U3130A

PSU3130A

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: 0.3838527 miles
Use Level: Low
Maint. # (if any)

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

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

Additional Information: Group 1

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐
Commercial Ranching Facility	Fence	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 1
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3131

PSU3131

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: 0.1592293 miles
Use Level: Low
Maint. # (if any)

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

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

Additional Information: Group 1

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other	☒	☐	☐
	Timber			
Administrative Uses	Vegetation Treatment	☒	☐	☐
Commercial Ranching Facility	Fence	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U31318

PSU31318

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk
☐ Other

☐ Connector
☐ Loop
☐ Spur

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

Length: 0.2384139 miles
Use Level:
Maint. # (if any)

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

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

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: No

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U31319

PSU31319

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☒ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.2628653 miles
☐ Evidence of Construction ☒ 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: Unauthorized
Route Needed?: YES- timber

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
Administrative Uses	Vegetation Treatment	☒	☐	☐
Future Timber Potential	In or Through Needed for timber	☒	☐	☐

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
Elk (MIS)	High Summer Range
Goshawk (MIS) (TES)	In or Through Post Fledgling Area
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3132

PSU3132

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: 0.3701286 miles
Use Level: Low
Maint. # (if any)

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

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

Additional Information: Group 1

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other	☒	☐	☐
	Timber			
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U31321

PSU31321

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: 0.3061992 miles
Use Level: Low
Maint. # (if any)

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

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

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- timber

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Wash	Proximate
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U31322

PSU31322

Facilitator(s): Nate Holland
Team Members:

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

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

Additional Information:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U31323

PSU31323

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: 0.3813039 miles
Use Level: Low
Maint. # (if any)

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

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

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- timber

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Inventoried Roadless Area	In or Through Fishhook
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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

*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: U31324

PSU31324

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: 0.4956877 miles
Use Level: Low
Maint. # (if any)

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

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

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- timber

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U31325

PSU31325

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: 0.4935271 miles
Use Level: Low
Maint. # (if any)

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

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

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- timber

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U31326

PSU31326

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: 0.1545027 miles
Use Level: Low
Maint. # (if any)

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

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

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- timber

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3134

PSU3134

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

☐ Principal Feeder/Trunk
☒ Other

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

☒ Connector
☐ Loop
☒ Spur

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

Length: 0.1260953 miles
Use Level: Low
Maint. # (if any)

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

Additional Information: Group 1

Maintenance Level: Unauthorized
Route Needed?: Yes- Timber

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
Administrative Uses	Other Timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3135

PSU3135

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: 0.2623728 miles
Use Level: Low
Maint. # (if any)

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

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

Additional Information: The routes in this area were identified as being needed for timber but there is a very high route density. Group 1

Maintenance Level: Unauthorized
Route Needed?: Yes- timber

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3136

PSU3136

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: 0.315539 miles
Use Level: Low
Maint. # (if any)

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

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

Additional Information: Group 1

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other	☒	☐	☐
	Timber			
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3137

PSU3137

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: 0.5535374 miles
Use Level: Low
Maint. # (if any)

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

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

Additional Information: Group 1

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes- camping

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
Administrative Uses	Other	☒	☐	☐
	Timber			
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Dispersed Camping Site	☒	☐	☐
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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: U3138

PSU3138

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.1116665 miles
☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

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

Additional Information:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U3139

PSU3139

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: 0.5186525 miles
Use Level: Low
Maint. # (if any)

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

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

Additional Information: Group 1

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other	☒	☐	☐
	Timber			
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3140

PSU3140

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: 0.1045027 miles
Use Level: Low
Maint. # (if any)

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

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

Additional Information: Group 1

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other	☒	☐	☐
	Timber			
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3141

PSU3141

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 9.059664E-02 miles

☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

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

Additional Information:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U3142

PSU3142

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: 0.1925084 miles
Use Level: Low
Maint. # (if any)

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

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

Additional Information: Group 1

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other	☒	☐	☐
	Timber			
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3143

PSU3143

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: 0.1075217 miles
Use Level: Low
Maint. # (if any)

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

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

Additional Information: Group 1

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other	☒	☐	☐
	Timber			
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3144

PSU3144

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: 0.2246752 miles
Use Level: Low
Maint. # (if any)

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

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

Additional Information: Group 1

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: No

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
Administrative Uses	Other	☒	☐	☐
	Timber			
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3145

PSU3145

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 7.350578E-02 miles

☐ Evidence of Construction ☒ 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: Group 1

Maintenance Level: Unauthorized
Route Needed?: Yes- Timber

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
Administrative Uses	Other Timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3146

PSU3146

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

☐ Principal Feeder/Trunk
☒ Other

☐ Connector
☐ Loop
☒ Spur

☐ Single Track
☐ Motorcycle Track
☐ ATV Route

Length: 5.113092E-02 miles

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

☒ Dual Track
☐ Graded Track

Use Level: Low
Maint. # (if any)

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

Additional Information:

Maintenance Level: Unauthorized

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3147

PSU3147

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: 0.436635 miles
Use Level: Low
Maint. # (if any)

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

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

Additional Information: The routes in this area were identified as being needed for timber but there is a very high route density. Group 3

Maintenance Level: Unauthorized
Route Needed?: Yes- timber

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3149

PSU3149

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: 0.2585725 miles
Use Level: Low
Maint. # (if any)

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

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

Additional Information:

Maintenance Level: Unauthorized

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 1
Wash	In
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3150

PSU3150

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 2.202356E-02 miles

☐ Evidence of Construction ☒ 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: Unauthorized

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 1
Wash	Proximate
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3151

PSU3151

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.1053485 miles
☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

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

Additional Information:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U3152

PSU3152

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

☐ Principal Feeder/Trunk
☒ Other

☐ Connector
☐ Loop
☒ Spur

☐ Single Track
☐ Motorcycle Track
☐ ATV Route

Length: 8.413456E-02 miles

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

☒ Dual Track
☐ Graded Track

Use Level: Low
Maint. # (if any)

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

Additional Information:

Maintenance Level: Unauthorized

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 1
Wash	Proximate
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3153

PSU3153

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: 0.8374965 miles
Use Level: Low
Maint. # (if any)

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

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

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 1
Wash	Cross
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Camping - Primitive	☒	☐	☐
Dispersed Camping Site	☒	☐	☐
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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

*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: U3154

PSU3154

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

☐ Principal Feeder/Trunk
☒ Other
☒ Connector
☐ Loop
☐ Spur
☐ Single Track
☐ Motorcycle Track
☐ ATV Route

Length: 7.539572E-02 miles

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past
☒ Dual Track
☐ Graded Track

Use Level: Low
Maint. # (if any)

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

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 2
Wash	In
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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

*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: U3154A

PSU3154A

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: 1.162425 miles
Use Level: Low
Maint. # (if any)

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

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

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 2
Wash	In
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3155

PSU3155

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: 0.3533005 miles
Use Level: Low
Maint. # (if any)

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

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

Additional Information:

Maintenance Level: Unauthorized

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 1
Wash	Proximate
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3156

PSU3156

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 3.647595E-02 miles

☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

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

Additional Information:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U3157

PSU3157

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.2418705 miles
☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

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

Additional Information:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U3158

PSU3158

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: 0.1633885 miles
Use Level: Low
Maint. # (if any)

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

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

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3159

PSU3159

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: 0.2412381 miles
Use Level: Low
Maint. # (if any)

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

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

Additional Information:

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District Staff	Closed	route not needed

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Camping - Primitive	☒	☐	☐
Dispersed Camping Site	☒	☐	☐
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3160

PSU3160

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.1217636 miles
☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

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

Additional Information:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U3161

PSU3161

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: 0.1809768 miles
Use Level: Low
Maint. # (if any)

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

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

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3162

PSU3162

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

☐ Principal Feeder/Trunk
☒ Other

☒ Connector
☐ Loop
☒ Spur

☐ Single Track
☐ Motorcycle Track
☐ ATV Route

Length: 4.433746E-02 miles

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

☒ Dual Track
☐ Graded Track

Use Level: Low
Maint. # (if any)

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

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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

*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: U31629

PSU31629

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 6.981764E-02 miles

☐ Evidence of Construction ☒ 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: Unauthorized

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3162A

PSU3162A

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: 0.4327748 miles
Use Level: Low
Maint. # (if any)

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

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

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3163

PSU3163

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

☐ Principal Feeder/Trunk
☒ Other

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

☒ Connector
☒ Loop
☐ Spur

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

Length: 0.6634903 miles
Use Level: Low
Maint. # (if any)

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

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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

*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: U3164

PSU3164

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.1658399 miles
☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

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

Additional Information:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U3165

PSU3165

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.1403442 miles
☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

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

Additional Information:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U31652

PSU31652

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk
☐ Other

☐ Connector
☐ Loop
☐ Spur

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

Length: 0.2810009 miles
Use Level:
Maint. # (if any)

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

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

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: No

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U31653

PSU31653

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 4.063912E-02 miles

☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

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

Additional Information:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U31654

PSU31654

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk
☐ Other

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

☐ Connector
☐ Loop
☐ Spur

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

Length: 0.5499622 miles
Use Level:
Maint. # (if any)

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

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: No

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U31655

PSU31655

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 1.118128 miles
☐ Evidence of Construction ☒ 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: Route designation applies only to those portions of the route located on public land.

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District Staff	Open	open to all uses- used by Ruby's Inn

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber, dispersed
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
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
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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: U31656

PSU31656

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk
☐ Other

☐ Connector
☐ Loop
☐ Spur

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

Length: 0.2801016 miles
Use Level:
Maint. # (if any)

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

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

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber, dispersed
Route Needed?: No

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U31657

PSU31657

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk
☐ Other

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

☐ Connector
☐ Loop
☐ Spur

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

Length: 0.1079856 miles
Use Level:
Maint. # (if any)

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

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber, dispersed
Route Needed?: No

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U31658

PSU31658

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.0810377 miles
☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

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

Additional Information:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U31659

PSU31659

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 3.776288E-02 miles

☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

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

Additional Information:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U3166

PSU3166

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: 0.1804614 miles
Use Level: Low
Maint. # (if any)

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

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

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U31660

PSU31660

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 3.105253E-02 miles

☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

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

Additional Information:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U31661

PSU31661

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: 0.2918028 miles
Use Level: Low
Maint. # (if any)

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

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

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber, dispersed use
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	In or Through Brood Rearing Area
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U31662

PSU31662

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: 0.6884311 miles
Use Level: Low
Maint. # (if any)

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

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

Additional Information:

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District Camp	Closed	Route is not needed by the forest

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 1
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	In or Through Brood Rearing Area
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U31662A

PSU31662A

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: 0.5900062 miles
Use Level: Low
Maint. # (if any)

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

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

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐
Other Uses	Other Used for Ruby's for wagon ride.	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 1
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	In or Through Brood Rearing Area
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒
Other	☒	☐	☐
Used by Ruby's for wagon ride			

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U31663

PSU31663

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: 0.5796546 miles
Use Level: Low
Maint. # (if any)

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

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

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	In or Through Brood Rearing Area
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U31664

PSU31664

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: 0.2271284 miles
Use Level: Low
Maint. # (if any)

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

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

Additional Information: Route designation applies only to those portions of the route located on public land.

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	In or Through Brood Rearing Area
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U31665

PSU31665

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

☒ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.1226845 miles
☐ Evidence of Construction ☒ 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: Route designation applies only to those portions of the route located on public land.

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District Staff	Closed	close to all uses

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐
Commercial Ranching Facility	Fence	☒	☐	☐
Other Uses	Other Used for Ruby's for wagon ride.	☒	☐	☐
Private Property	Access	☐	☒	☐

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
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	In or Through Brood Rearing Area
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒
Other	☒	☐	☐
Used by Ruby's for wagon ride			

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U31666

PSU31666

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 5.166892E-02 miles

☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

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

Additional Information:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U31667

PSU31667

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: 0.6881739 miles
Use Level: Low
Maint. # (if any)

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

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

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	In or Through Brood Rearing Area
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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

*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: U31668

PSU31668

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: 0.4859602 miles
Use Level: Low
Maint. # (if any)

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

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

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	In or Through Brood Rearing Area
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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

*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: U31669

PSU31669

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk
☐ Other

☐ Connector
☐ Loop
☐ Spur

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

Length: 0.1088433 miles
Use Level:
Maint. # (if any)

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

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

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: No

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U3167

PSU3167

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 6.325814E-02 miles

☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

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

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: No

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U31670

PSU31670

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk
☐ Other

☐ Connector
☐ Loop
☐ Spur

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

Length: 0.1511532 miles
Use Level:
Maint. # (if any)

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

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

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: No

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U31671

PSU31671

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 2.642006E-02 miles

☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

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

Additional Information:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U31672

PSU31672

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: 0.4504847 miles
Use Level: Low
Maint. # (if any)

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

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

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	In or Through Brood Rearing Area
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U31673

PSU31673

Facilitator(s): Nate Holland
Team Members:

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

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

Additional Information:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U31674

PSU31674

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: 0.6416267 miles
Use Level: Low
Maint. # (if any)

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

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

Additional Information: Route designation applies only to those portions of the route located on public land.

Maintenance Level: Unauthorized
Origin, Use and Issues: Access private land
Route Needed?: Yes

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
Administrative Uses	Other	☒	☐	☐
	Future timber			
Administrative Uses	Vegetation Treatment	☒	☐	☐
Commercial Ranching Facility	Fence	☒	☐	☐
Commercial Ranching Facility	Gate	☒	☐	☐
Private Property	Access	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing
	Number of crossings: 2
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	In or Through Brood Rearing Area

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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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

*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: U31675

PSU31675

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk
☐ Other

☐ Connector
☐ Loop
☐ Spur

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

Length:
Use Level:
Maint. # (if any)

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

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

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Private land
Route Needed?: No

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U31676

PSU31676

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk
☐ Other

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

☐ Connector
☐ Loop
☐ Spur

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

Length: 0.3088732 miles
Use Level:
Maint. # (if any)

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

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber, hunting
Route Needed?: No

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U31677

PSU31677

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk
☐ Other

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

☐ Connector
☐ Loop
☐ Spur

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

Length: 0.5124296 miles
Use Level:
Maint. # (if any)

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

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Range improvement, hunting
Route Needed?: No

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U31678

PSU31678

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

☐ Principal Feeder/Trunk
☒ Other

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

☒ Connector
☐ Loop
☐ Spur

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

Length: 1.542453 miles
Use Level: Low
Maint. # (if any)

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

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
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

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	☐	☐	☒
Camping - Primitive	☒	☐	☐
Dispersed Camping Site	☒	☐	☐
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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

*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: U31678A

PSU31678A

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: 0.8922309 miles
Use Level: Low
Maint. # (if any)

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

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

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
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

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	☐	☐	☒
Camping - Primitive	☒	☐	☐
Dispersed Camping Site	☒	☐	☐
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U31679

PSU31679

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.2128423 miles
☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

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

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3168

PSU3168

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: 0.417407 miles
Use Level: Low
Maint. # (if any)

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

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

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	Proximate to Brood Rearing Area (within 1 mile)
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U31680

PSU31680

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk
☐ Other

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

☐ Connector
☐ Loop
☐ Spur

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

Length: 0.1745452 miles
Use Level:
Maint. # (if any)

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

Additional Information:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U31681

PSU31681

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: 0.3229231 miles
Use Level: Low
Maint. # (if any)

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

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

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber, Range improvement
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	Proximate to Brood Rearing Area (within 1 mile)

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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U31682

PSU31682

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: 0.191393 miles
Use Level: Low
Maint. # (if any)

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

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

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Range improvement, dispersed use
Route Needed?: Yes

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
Administrative Uses	Other	☒	☐	☐
	Future timber			
Administrative Uses	Vegetation Treatment	☒	☐	☐
Commercial Ranching Facility	Range Pipeline	☒	☐	☐
Commercial Ranching Facility	Spring Head Works	☒	☐	☐
Commercial Ranching Facility	Tank	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	Proximate to Brood Rearing Area (within 1 mile)

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	☐	☐	☒
Camping - Primitive	☒	☐	☐
Dispersed Camping Site	☒	☐	☐
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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: U31683

PSU31683

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk
☐ Other

☐ Connector
☐ Loop
☐ Spur

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

Length: 0.285227 miles
Use Level:
Maint. # (if any)

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

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

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Hunting
Route Needed?: No

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U31684

PSU31684

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk
☐ Other

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

☐ Connector
☐ Loop
☐ Spur

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

Length: 0.2226954 miles
Use Level:
Maint. # (if any)

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

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Hunting
Route Needed?: No

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U31685

PSU31685

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 4.637427E-02 miles

☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

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

Additional Information:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U31686

PSU31686

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk
☐ Other

☐ Connector
☐ Loop
☐ Spur

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

Length: 0.2555376 miles
Use Level:
Maint. # (if any)

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

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

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: No

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U31687

PSU31687

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk
☐ Other

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

☐ Connector
☐ Loop
☐ Spur

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

Length: 0.2157511 miles
Use Level:
Maint. # (if any)

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

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: No

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U31689

PSU31689

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: 0.5968576 miles
Use Level: Low
Maint. # (if any)

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

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

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Antelope	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)

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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U31690

PSU31690

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 6.952488E-02 miles

☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

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

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: No

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U31691

PSU31691

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk
☐ Other

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

☐ Connector
☐ Loop
☐ Spur

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

Length: 0.5494758 miles
Use Level:
Maint. # (if any)

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

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: No

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U31692

PSU31692

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.3653014 miles
☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

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

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Private land access
Route Needed?: Yes

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U31695

PSU31695

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 7.743672E-02 miles

☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

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

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3170

PSU3170

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk
☐ Other

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

☐ Connector
☐ Loop
☐ Spur

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

Length: 0.1277359 miles
Use Level:
Maint. # (if any)

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

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: No

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U31701

PSU31701

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

☐ Principal Feeder/Trunk
☒ Other

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

☒ Connector
☐ Loop
☒ Spur

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

Length: 0.3667685 miles
Use Level: Low
Maint. # (if any)

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

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: No

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Wash	Proximate
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	In or Through Brood Rearing Area

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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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

*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: U31702

PSU31702

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 6.041016E-02 miles

☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

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

Additional Information:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U31703

PSU31703

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk
☐ Other

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

☐ Connector
☐ Loop
☐ Spur

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

Length: 0.1288723 miles
Use Level:
Maint. # (if any)

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

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: No

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U31704

PSU31704

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 8.269081E-02 miles

☐ Evidence of Construction ☒ 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: Unauthorized

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	In or Through Brood Rearing Area

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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U31705

PSU31705

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: 0.5343648 miles
Use Level: Low
Maint. # (if any)

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

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

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber, Range improvement
Route Needed?: Yes

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
Administrative Uses	Other	☒	☐	☐
	Future timber			
Administrative Uses	Vegetation Treatment	☒	☐	☐
Commercial Ranching Facility	Range Pipeline	☒	☐	☐
Commercial Ranching Facility	Spring Head Works	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing
	Number of crossings: 1
Antelope	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
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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

*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: U31706

PSU31706

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: 0.168876 miles
Use Level: Low
Maint. # (if any)

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

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

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U31707

PSU31707

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

☐ Principal Feeder/Trunk
☒ Other

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

☒ Connector
☐ Loop
☐ Spur

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

Length: 1.960112 miles
Use Level: Low
Maint. # (if any)

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

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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

*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: U31708

PSU31708

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: 0.2756692 miles
Use Level: Low
Maint. # (if any)

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

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

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U31709

PSU31709

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: 0.5318131 miles
Use Level: Low
Maint. # (if any)

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

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

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber, hunting
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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

*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: U3171

PSU3171

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: 0.1252698 miles
Use Level: Low
Maint. # (if any)

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

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

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Dispersed Camping Site	☒	☐	☐
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U31710

PSU31710

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: 0.6608468 miles
Use Level: Low
Maint. # (if any)

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

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

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber, hunting
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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

*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: U31711

PSU31711

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: 0.7053704 miles
Use Level: Low
Maint. # (if any)

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

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

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber, hunting
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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

*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: U31712

PSU31712

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: 0.7702463 miles
Use Level: Low
Maint. # (if any)

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

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

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber, hunting
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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

*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: U31713

PSU31713

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: 0.2797763 miles
Use Level: Low
Maint. # (if any)

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

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

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Trailhead
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 3
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☒	☐
Hiking	☒	☐	☐
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒
Trailheads	☒	☐	☐

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

Opportunities / Recommendations:

☐ Close ☒ Limit* ☐ Open*

☒ Limits:

☒ 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

*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: U31717

PSU31717

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk
☐ Other

☐ Connector
☐ Loop
☐ Spur

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

Length: 0.1360775 miles
Use Level:
Maint. # (if any)

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

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

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: No

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U3172

PSU3172

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 5.486624E-02 miles

☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

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

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U31720

PSU31720

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk
☐ Other

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

☐ Connector
☐ Loop
☐ Spur

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

Length: 0.1355058 miles
Use Level:
Maint. # (if any)

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

Additional Information:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U31721

PSU31721

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk
☐ Other

☐ Connector
☐ Loop
☐ Spur

☐ Single Track
☐ Motorcycle Track
☐ ATV Route
☐ Dual Track
☐ Graded Track

Length: 0.2136158 miles
Use Level:
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: No

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U31723

PSU31723

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk
☐ Other

☐ Connector
☐ Loop
☐ Spur

☐ Single Track
☐ Motorcycle Track
☐ ATV Route
☐ Dual Track
☐ Graded Track

Length:
Use Level:
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Private land
Route Needed?: No

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U31724

PSU31724

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length:
☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U31725

PSU31725

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: 1.374722 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:

Maintenance Level: Unauthorized
Origin, Use and Issues: Private land access
Route Needed?: Yes

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
Commercial Ranching Facility	Fence	☒	☐	☐
Private Property	Access	☒	☐	☐

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
Elk (MIS)	High Winter Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	Proximate to Brood Rearing Area (within 1 mile)

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	☐	☐	☒

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	Yes
Public Uses	Yes
Other	No

Opportunities / Recommendations:

☐ 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: U31726

PSU31726

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk
☐ Other

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

☐ Connector
☐ Loop
☐ Spur

☐ Single Track
☐ Motorcycle Track
☐ ATV Route
☐ Dual Track
☐ Graded Track

Length: 0.1221316 miles
Use Level:
Maint. # (if any)

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Hunting and private lands
Route Needed?: No

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U31727

PSU31727

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: 0.9253173 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District Staff	Limit	route needs to be limited to admin for access to the pumphouse

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber and pumphouse
Route Needed?: Yes

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
Administrative Uses	Administrative Site Access to pump house	☒	☐	☐

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

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? **No**

Route Redundancy

Can the commercial or private-property 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
Other	No

Opportunities / Recommendations:

☐ 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

*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: U31728

PSU31728

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: 1.25232 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	In or Through Brood Rearing Area
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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

*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: U31729

PSU31729

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk
☐ Other

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

☐ Connector
☐ Loop
☐ Spur

☐ Single Track
☐ Motorcycle Track
☐ ATV Route
☐ Dual Track
☐ Graded Track

Length: 0.4247565 miles
Use Level:
Maint. # (if any)

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: No

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U3173

PSU3173

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: 0.1242037 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U31730

PSU31730

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: 0.2655609 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District Staff	Closed	Route is not necessary.

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber, dispersed
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
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
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Camping - Primitive	☒	☐	☐
Dispersed Camping Site	☒	☐	☐
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U31731

PSU31731

Facilitator(s): Nate Holland
Team Members: Dixie Staff

☐ Principal Feeder/Trunk
☒ Other
☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

☐ Connector
☐ Loop
☐ Spur

☐ Single Track
☐ Motorcycle Track
☐ ATV Route
☒ Dual Track
☐ Graded Track

Length: 0.1706626 miles
Use Level: Low
Maint. # (if any)

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☒ Private ☐ Other:

Additional Information: Route designation applies only to those portions of the route located on public land.

Maintenance Level: Unauthorized
Origin, Use and Issues: Private lands
Route Needed?: Yes

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
Administrative Uses	Other	☒	☐	☐
	Future timber			
Administrative Uses	Vegetation Treatment	☒	☐	☐
Commercial Ranching Facility	Fence	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	In or Through Brood Rearing Area
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U31732

PSU31732

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk
☐ Other

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

☐ Connector
☐ Loop
☐ Spur

☐ Single Track
☐ Motorcycle Track
☐ ATV Route
☐ Dual Track
☐ Graded Track

Length: 0.3509504 miles
Use Level:
Maint. # (if any)

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U31733

PSU31733

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.3080331 miles
☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U31734

PSU31734

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: 0.1252833 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	Proximate to Brood Rearing Area (within 1 mile)
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U31735

PSU31735

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk
☐ Other

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

☐ Connector
☐ Loop
☐ Spur

☐ Single Track
☐ Motorcycle Track
☐ ATV Route
☐ Dual Track
☐ Graded Track

Length: 0.2005038 miles
Use Level:
Maint. # (if any)

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: No

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U31736

PSU31736

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk
☐ Other

☐ Connector
☐ Loop
☐ Spur

☐ Single Track
☐ Motorcycle Track
☐ ATV Route
☐ Dual Track
☐ Graded Track

Length: 0.2175054 miles
Use Level:
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber, grazing, hunting
Route Needed?: No

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U31737

PSU31737

Facilitator(s): Nate Holland
Team Members: Dixie Staff

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.1012197 miles
☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U31738

PSU31738

Facilitator(s): Nate Holland
Team Members: Dixie Staff

☐ Principal Feeder/Trunk
☒ Other

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

☒ Connector
☐ Loop
☒ Spur

☐ Single Track
☐ Motorcycle Track
☐ ATV Route
☒ Dual Track
☐ Graded Track

Length: 0.6015127 miles
Use Level: Low
Maint. # (if any)

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	In or Through Brood Rearing Area
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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

*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: U31739

PSU31739

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: 0.2404314 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: No

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	In or Through Brood Rearing Area
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3174

PSU3174

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: 0.1042252 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Camping - Primitive	☒	☐	☐
Dispersed Camping Site	☒	☐	☐
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U31740

PSU31740

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: 0.2268415 miles
Use Level:
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U31741

PSU31741

Facilitator(s): Nate Holland
Team Members: Dixie Staff

☐ Principal Feeder/Trunk
☒ Other

☐ Connector
☐ Loop
☒ Spur

☐ Single Track
☐ Motorcycle Track
☐ ATV Route

Length: 6.814768E-02 miles

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

☒ Dual Track
☐ Graded Track

Use Level: Low
Maint. # (if any)

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: No

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐
Commercial Ranching Facility	Fence	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	Proximate to Brood Rearing Area (within 1 mile)
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U31742

PSU31742

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: 0.140151 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information: Group 7

Maintenance Level: Unauthorized
Route Needed?: Yes- timber

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Riparian (MIS)	Cross
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	Proximate to Brood Rearing Area (within 1 mile)
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Camping - Primitive	☒	☐	☐
Dispersed Camping Site	☒	☐	☐
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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: U31743

PSU31743

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: 0.1405431 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District Staff	Open	open to the dispersed sites.

Maintenance Level: Unauthorized
Origin, Use and Issues: Dispersed
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 1
Riparian (MIS)	Cross
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	Proximate to Brood Rearing Area (within 1 mile)
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Camping - Primitive	☒	☐	☐
Dispersed Camping Site	☒	☐	☐
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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: U31743A

PSU31743A

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: 0.12569 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District Staff	Closed	Route not needed.

Maintenance Level: Unauthorized
Origin, Use and Issues: Dispersed
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 1
Riparian (MIS)	Cross
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	Proximate to Brood Rearing Area (within 1 mile)
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Camping - Primitive	☒	☐	☐
Dispersed Camping Site	☒	☐	☐
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U31744

PSU31744

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: 0.1365421 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber, Dumpsite
Route Needed?: No

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U31745

PSU31745

Facilitator(s): Nate Holland
Team Members: Dixie Staff

☐ Principal Feeder/Trunk
☒ Other

☐ Connector
☒ Loop
☐ Spur

☐ Single Track
☐ Motorcycle Track
☐ ATV Route

Length: 8.122855E-02 miles

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

☒ Dual Track
☐ Graded Track

Use Level: Low
Maint. # (if any)

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Camping - Primitive	☒	☐	☐
Dispersed Camping Site	☒	☐	☐
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U31746

PSU31746

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: 0.718465 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
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)
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U31747

PSU31747

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: 0.2279128 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber, Dumpsite
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
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)
Wild Turkey (MIS)	High Summer Range
Illegal Dumping	In or through illegal dump site

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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U31748

PSU31748

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: 0.105829 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- Dispersed Camping

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? **No**

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
Wash	In
Wash	Cross
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Camping - Primitive	☒	☐	☐
Dispersed Camping Site	☒	☐	☐
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒
Wildlife Watching	☐	☒	☐

Route Redundancy

Can the 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:

Public Uses	Yes
Other	No

Opportunities / Recommendations:

☐ 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: U31749

PSU31749

Facilitator(s): Nate Holland
Team Members: Dixie Staff

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 7.263345E-02 miles

☐ Evidence of Construction ☒ 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: Unauthorized
Route Needed?: Yes- timber

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	Proximate to Brood Rearing Area (within 1 mile)
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3175

PSU3175

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: 0.1866489 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U31750

PSU31750

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk
☐ Other

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

☐ Connector
☐ Loop
☐ Spur

☐ Single Track
☐ Motorcycle Track
☐ ATV Route
☐ Dual Track
☐ Graded Track

Length: 0.1245185 miles
Use Level:
Maint. # (if any)

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U31751

PSU31751

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk
☐ Other

☐ Connector
☐ Loop
☐ Spur

☐ Single Track
☐ Motorcycle Track
☐ ATV Route
☐ Dual Track
☐ Graded Track

Length: 0.1118873 miles
Use Level:
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: No

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U31752

PSU31752

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk
☐ Other

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

☐ Connector
☐ Loop
☐ Spur

☐ Single Track
☐ Motorcycle Track
☐ ATV Route
☐ Dual Track
☐ Graded Track

Length: 0.1794464 miles
Use Level:
Maint. # (if any)

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: No

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U31753

PSU31753

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: 0.1237495 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District Staff	Open	access to a trailhead

Maintenance Level: Unauthorized
Origin, Use and Issues: Trailhead
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 3
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☒	☐
Hiking	☒	☐	☐
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒
Trailheads	☒	☐	☐

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

Opportunities / Recommendations:

☐ 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: U31754

PSU31754

Facilitator(s): Nate Holland
Team Members: Dixie Staff

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 7.434604E-02 miles

☐ Evidence of Construction ☒ 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: Unauthorized

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U31755

PSU31755

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: 0.2104261 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U31756

PSU31756

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: 0.1906379 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Hunting
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☒	☐
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U31757

PSU31757

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: 0.1293115 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Goshawk (MIS) (TES)	In or Through Post Fledgling Area
Mule Deer (MIS)	High Summer 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	☐	☐	☒
Camping - Primitive	☒	☐	☐
Dispersed Camping Site	☒	☐	☐
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U31758

PSU31758

Facilitator(s): Nate Holland
Team Members: Dixie Staff

☐ Principal Feeder/Trunk
☒ Other

☐ Connector
☐ Loop
☒ Spur

☐ Single Track
☐ Motorcycle Track
☐ ATV Route

Length: 9.671333E-02 miles

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

☒ Dual Track
☐ Graded Track

Use Level: Low
Maint. # (if any)

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U31759

PSU31759

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: 0.113198 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber, hunting
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Goshawk (MIS) (TES)	In or Through Post Fledgling Area
Mule Deer (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3176

PSU3176

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: 0.2567002 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues:
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U31760

PSU31760

Facilitator(s): Nate Holland
Team Members: Dixie Staff

☐ Principal Feeder/Trunk
☒ Other

☐ Connector
☐ Loop
☒ Spur

☐ Single Track
☐ Motorcycle Track
☐ ATV Route

Length: 7.660162E-02 miles

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

☒ Dual Track
☐ Graded Track

Use Level: Low
Maint. # (if any)

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- Timber

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U31761

PSU31761

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: 0.2232945 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information: Group 9

Maintenance Level: Unauthorized
Route Needed?: Yes- Timber

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Goshawk (MIS) (TES)	In or Through Post Fledgling Area
Mule Deer (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U31762

PSU31762

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk
☐ Other

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

☐ Connector
☐ Loop
☐ Spur

☐ Single Track
☐ Motorcycle Track
☐ ATV Route
☐ Dual Track
☐ Graded Track

Length: 0.2053626 miles
Use Level:
Maint. # (if any)

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: No

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U31763

PSU31763

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: 0.172876 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- Timber

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
Administrative Uses	Other Future Timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U31764

PSU31764

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: 0.4447196 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- Timber

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
Administrative Uses	Other Future Timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U31765

PSU31765

Facilitator(s): Nate Holland
Team Members: Dixie Staff

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.3104519 miles
☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U31766

PSU31766

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: 1.161275 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- Timber

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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

*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: U31767

PSU31767

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk
☐ Other

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

☐ Connector
☐ Loop
☐ Spur

☐ Single Track
☐ Motorcycle Track
☐ ATV Route
☐ Dual Track
☐ Graded Track

Length: 0.1514617 miles
Use Level:
Maint. # (if any)

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U31768

PSU31768

Facilitator(s): Nate Holland
Team Members: Dixie Staff

☐ Principal Feeder/Trunk
☒ Other

☐ Connector
☐ Loop
☒ Spur

☐ Single Track
☐ Motorcycle Track
☐ ATV Route

Length: 7.508079E-02 miles

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

☒ Dual Track
☐ Graded Track

Use Level: Low
Maint. # (if any)

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- Timber

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U31769

PSU31769

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: 0.2839352 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- Timber

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3177

PSU3177

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: 0.2272214 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Camping - Primitive	☒	☐	☐
Dispersed Camping Site	☒	☐	☐
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U31770

PSU31770

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: 0.4914183 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- Timber

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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

*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: U31771

PSU31771

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.2132398 miles
☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U31772

PSU31772

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: 0.69 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber, dispersed
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
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)
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Camping - Primitive	☒	☐	☐
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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: U31773

PSU31773

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: 0.1885192 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber, dispersed
Route Needed?: Yes

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
Administrative Uses	Other	☒	☐	☐
	Future timber			
Administrative Uses	Vegetation Treatment	☒	☐	☐
Commercial Ranching Facility	Fence	☒	☐	☐

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
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)
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Dispersed Camping Site	☒	☐	☐
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U31774

PSU31774

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk
☐ Other

☐ Connector
☐ Loop
☐ Spur

☐ Single Track
☐ Motorcycle Track
☐ ATV Route
☐ Dual Track
☐ Graded Track

Length: 0.2196271 miles
Use Level:
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber, dispersed
Route Needed?: No

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U31775

PSU31775

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: 0.1565662 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	Proximate to Brood Rearing Area (within 1 mile)
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3178

PSU3178

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: 0.4965836 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber, dispersed
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Camping - Primitive	☒	☐	☐
Dispersed Camping Site	☒	☐	☐
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U31782

PSU31782

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: 1.050841 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- Timber

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Goshawk (MIS) (TES)	In or Through Post Fledgling Area
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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

*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: U31784

PSU31784

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: 0.4684313 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- Timber

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Goshawk (MIS) (TES)	In or Through Post Fledgling Area
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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

*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: U31785

PSU31785

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: 0.2644954 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- Timber

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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

*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: U31786

PSU31786

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: 0.1029228 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- Timber

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☒	☐
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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

*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: U31787

PSU31787

Facilitator(s): Nate Holland
Team Members: Dixie Staff

☐ Principal Feeder/Trunk
☒ Other
☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

☒ Connector
☐ Loop
☐ Spur

☐ Single Track
☐ Motorcycle Track
☐ ATV Route
☒ Dual Track
☐ Graded Track

Length: 0.9009243 miles
Use Level: Low
Maint. # (if any)

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information: This should be renumbered as 30105- it is the main route used.

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District Staff	Closed	close to all uses

Maintenance Level: Unauthorized
Route Needed?: Yes- This part of the 30105 road, kept closed part of 30105

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
Range	Road accesses permitee camps, water developments, or other improvements (fences, corrals, salt/mineral blocks, troughs)	☒	☐	☐
Range	Necessary route, long term needed			
Vegetation (Timber and Fuels) - Sales and Management	Route provides access to on-going timber sales, firewood gathering opportunities, or post-and-pole products	☒	☐	☐
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	☒	☐	☐
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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☒	☐	☐
Camping - Primitive	☐	☒	☐
Equestrian	☐	☒	☐
Hunting	☒	☐	☐
Motorized Use Generally	☐	☒	☐
OHV Touring Part of the Paunsagunt Trail	☒	☐	☐
Vistas, Sightseeing, Photography	☐	☒	☐
Wildlife Watching	☐	☒	☐

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U31788

PSU31788

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: 0.2753543 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information: Goes to gravel pit

Maintenance Level: Unauthorized

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
Mining	Other Gravel pit	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☒	☐
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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

*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: U31789

PSU31789

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: 0.6453227 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- Timber

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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

*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: U3179

PSU3179

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: 0.3284341 miles
Use Level:
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U31790

PSU31790

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk
☐ Other

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

☐ Connector
☐ Loop
☐ Spur

☐ Single Track
☐ Motorcycle Track
☐ ATV Route
☐ Dual Track
☐ Graded Track

Length: 0.1235625 miles
Use Level:
Maint. # (if any)

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U31791

PSU31791

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: 0.1326319 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- Timber

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U31792

PSU31792

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: 0.5563005 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- Timber

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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

*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: U31793

PSU31793

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 4.918325E-02 miles

☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U31794

PSU31794

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk
☐ Other

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

☐ Connector
☐ Loop
☐ Spur

☐ Single Track
☐ Motorcycle Track
☐ ATV Route
☐ Dual Track
☐ Graded Track

Length: 0.6957669 miles
Use Level:
Maint. # (if any)

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber, Grandview Trail now
Route Needed?: No

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U31795

PSU31795

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: 0.7980878 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- Timber

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
Administrative Uses	Other Future Timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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

*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: U31796

PSU31796

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: 0.1017873 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- Timber

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
Administrative Uses	Other Future Timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U31797

PSU31797

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 5.443232E-02 miles

☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U31798

PSU31798

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: 0.1721924 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Township and Range: T.38S R.5W S.36
Route Needed?: Yes- timber

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
Administrative Uses	Vegetation Treatment	☒	☐	☐
Future Timber Potential	In or Through	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U31799

PSU31799

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: 0.1095121 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- timber

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
Administrative Uses	Vegetation Treatment	☒	☐	☐
Future Timber Potential	In or Through	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3180

PSU3180

Facilitator(s): Nate Holland
Team Members: Dixie Staff

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.1344722 miles
☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U31800

PSU31800

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: 0.6376343 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- timber

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
Administrative Uses	Vegetation Treatment	☒	☐	☐
Future Timber Potential	In or Through	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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

*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: U31801

PSU31801

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: 0.3428195 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- timber

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
Administrative Uses	Vegetation Treatment	☒	☐	☐
Future Timber Potential	In or Through	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U31803

PSU31803

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: 0.4099832 miles
Use Level:
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Dispersed use
Route Needed?: Yes

Opportunities / Recommendations:

☐ 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: U31804

PSU31804

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 8.542544E-02 miles

☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: No

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U31805

PSU31805

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: 0.6885355 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District Staff	Limit	Used by NPS

Maintenance Level: Unauthorized
Origin, Use and Issues: Range Improvement
Route Needed?: No

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
Administrative Uses	Other	☒	☐	☐
	NPS water pipeline			
Commercial Ranching Facility	Fence	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)

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	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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

*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: U31806

PSU31806

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: 0.1214723 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U31807

PSU31807

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 8.678591E-02 miles

☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U31808

PSU31808

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: 0.2468338 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 6
Wash	In
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U31809

PSU31809

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk
☐ Other

☐ Connector
☐ Loop
☐ Spur

☐ Single Track
☐ Motorcycle Track
☐ ATV Route
☐ Dual Track
☐ Graded Track

Length: 0.1051781 miles
Use Level:
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U3181

PSU3181

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.1296232 miles
☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U31810

PSU31810

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: 0.3596978 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information: Group 1

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District Staff	Limit	limit to admin.

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 2
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Camping - Primitive	☒	☐	☐
Dispersed Camping Site	☒	☐	☐
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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

*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: U31811

PSU31811

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: 0.7188416 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information: Group 1

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other	☒	☐	☐
	Timber			
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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

*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: U31812

PSU31812

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: 0.5578648 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- timber

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U31813

PSU31813

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 7.003304E-02 miles

☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U31814

PSU31814

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: 0.1323839 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- timber

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U31815

PSU31815

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: 0.1234708 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:

Maintenance Level: Unauthorized
Route Needed?: Yes- timber, rec

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Riparian (MIS)	9A - Riparian Management
Riparian (MIS)	Proximate (within 1/2 mile)
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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: U31816

PSU31816

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: 0.3709124 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- camping

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? **No**

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Camping - Primitive	☒	☐	☐
Dispersed Camping Site	☒	☐	☐
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

Route Redundancy

Can the 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:

Public Uses	Yes
Other	No

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U31817

PSU31817

Facilitator(s): Nate Holland
Team Members: Dixie Staff

☐ Principal Feeder/Trunk
☒ Other

☐ Connector
☐ Loop
☒ Spur

☐ Single Track
☐ Motorcycle Track
☐ ATV Route

Length: 7.045472E-02 miles

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

☒ Dual Track
☐ Graded Track

Use Level: Low
Maint. # (if any)

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- camping

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Camping - Primitive	☒	☐	☐
Dispersed Camping Site	☒	☐	☐
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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: U31818

PSU31818

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: 0.3863431 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- Timber

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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

*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: U31819

PSU31819

Facilitator(s): Nate Holland
Team Members: District Staff

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 8.675979E-02 miles

☐ Evidence of Construction ☒ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District Staff	Open	open to all uses

Maintenance Level: Unauthorized

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? **No**

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
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 1
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Dispersed Camping Site	☒	☐	☐
Hunting	☐	☐	☒

Route Redundancy

Can the 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:

Public Uses	Yes
Other	No

Opportunities / Recommendations:

☐ 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: U3182

PSU3182

Facilitator(s): Nate Holland
Team Members: Dixie Staff

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.1526975 miles
☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U31820

PSU31820

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: 0.1385663 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- Dispersed Camping

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? **No**

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
Riparian (MIS)	9A - Riparian Management
Riparian (MIS)	In, Along (within the banks or high water mark)
Riparian (MIS)	Proximate (within 1/2 mile)
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☒	☐
Camping - Primitive	☒	☐	☐
Dispersed Camping Site	☒	☐	☐
Equestrian	☐	☐	☒
Hunting	☐	☒	☐
Motorized Use Generally	☐	☐	☒

Route Redundancy

Can the 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:

Public Uses	Yes
Other	No

Opportunities / Recommendations:

☐ 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: U31821

PSU31821

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.2290406 miles
☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?:

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U31822

PSU31822

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: 0.8233873 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- Timber

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
Administrative Uses	Other Future Timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U31823

PSU31823

Facilitator(s): Nate Holland
Team Members: District Staff

☐ Principal Feeder/Trunk
☒ Other

☐ Connector
☐ Loop
☐ Spur

☐ Single Track
☐ Motorcycle Track
☐ ATV Route
☒ Dual Track
☐ Graded Track

Length: 0.3633276 miles
Use Level:
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District Staff	Open	open to all uses

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: No

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
Administrative Uses	Other future timber	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 1
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Hunting	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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: U31824

PSU31824

Facilitator(s): Nate Holland
Team Members: Dixie Staff

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 9.158882E-02 miles

☐ Evidence of Construction ☒ 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: Unauthorized
Route Needed?: Yes- camping

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? **No**

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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
Camping - Primitive	☒	☐	☐
Dispersed Camping Site	☒	☐	☐

Route Redundancy

Can the 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:

Public Uses	Yes
Other	No

Opportunities / Recommendations:

☐ 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: U31825

PSU31825

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: 0.2332309 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- Timber

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
Administrative Uses	Other Future Timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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: U31826

PSU31826

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: 0.5228273 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- Timber

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U31827

PSU31827

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.1032 miles
☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U31828

PSU31828

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: 0.1545605 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- Timber

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U31829

PSU31829

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: 0.5235794 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- Timber

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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

*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: U31830

PSU31830

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: 0.1187838 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- Timber

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐
Commercial Ranching Facility	Fence	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U31832

PSU31832

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: 0.4033322 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- timber

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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

*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: U31833

PSU31833

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: 0.6415616 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- timber

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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

*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: U31834

PSU31834

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: 0.5755859 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- timber

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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

*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: U31835

PSU31835

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: 0.1924132 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- timber

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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

*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: U31836

PSU31836

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 5.288756E-02 miles

☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U31837

PSU31837

Facilitator(s): Nate Holland
Team Members: Dixie Staff

☐ Principal Feeder/Trunk
☒ Other

☐ Connector
☐ Loop
☒ Spur

☐ Single Track
☐ Motorcycle Track
☐ ATV Route

Length: 7.347424E-02 miles

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

☒ Dual Track
☐ Graded Track

Use Level: Low
Maint. # (if any)

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- timber

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U31838

PSU31838

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: 0.2514916 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- timber

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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

*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: U31839

PSU31839

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: 0.1586154 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- timber

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U31840

PSU31840

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 9.218283E-03 miles

☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U31841

PSU31841

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: 1.380772 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- timber

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
Administrative Uses	Vegetation Treatment	☒	☐	☐
Future Timber Potential	In or Through	☒	☐	☐

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
Elk (MIS)	Substantial Year-Long Range
Goshawk (MIS) (TES)	In or Through Post Fledgling Area
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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

*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: U31842

PSU31842

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 2.864929E-02 miles

☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U31843

PSU31843

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk
☐ Other

☐ Connector
☐ Loop
☐ Spur

☐ Single Track
☐ Motorcycle Track
☐ ATV Route
☐ Dual Track
☐ Graded Track

Length: 0.2375907 miles
Use Level:
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U31844

PSU31844

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: 0.2682481 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- timber

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
Administrative Uses	Vegetation Treatment	☒	☐	☐
Future Timber Potential	In or Through	☒	☐	☐

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
Elk (MIS)	Substantial Year-Long Range
Goshawk (MIS) (TES)	In or Through Post Fledgling Area
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U31845

PSU31845

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 6.536501E-02 miles

☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: No

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U31846

PSU31846

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: 0.1480542 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- timber and dispersed camping

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
Administrative Uses	Vegetation Treatment	☒	☐	☐
Future Timber Potential	In or Through	☒	☐	☐

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
Elk (MIS)	High Summer Range
Goshawk (MIS) (TES)	In or Through Post Fledgling Area
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Camping - Primitive	☒	☐	☐
Dispersed Camping Site	☒	☐	☐
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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: U31847

PSU31847

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: 0.5512527 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- timber

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
Administrative Uses	Vegetation Treatment	☒	☐	☐
Future Timber Potential	In or Through	☒	☐	☐

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
Elk (MIS)	High Summer Range
Goshawk (MIS) (TES)	In or Through Post Fledgling Area
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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

*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: U31848

PSU31848

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: 0.8368008 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- timber

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
Administrative Uses	Vegetation Treatment	☒	☐	☐
Future Timber Potential	In or Through	☒	☐	☐

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
Elk (MIS)	High Summer Range
Elk (MIS)	Substantial Year-Long Range
Goshawk (MIS) (TES)	In or Through Post Fledgling Area
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U31849

PSU31849

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 6.427504E-02 miles

☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?:

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U3185

PSU3185

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: 0.1952372 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 3
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U31850

PSU31850

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: 0.3468526 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- timber

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
Administrative Uses	Vegetation Treatment	☒	☐	☐
Future Timber Potential	In or Through	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U31851

PSU31851

Facilitator(s): Nate Holland
Team Members: Dixie Staff

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 9.797002E-02 miles

☐ Evidence of Construction ☒ 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: Unauthorized
Route Needed?: Yes- Dispersed campsite

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? **No**

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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
Camping - Primitive	☒	☐	☐
Dispersed Camping Site	☒	☐	☐
Hunting	☐	☐	☒

Route Redundancy

Can the 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:

Public Uses	Yes
Other	No

Opportunities / Recommendations:

☐ 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: U31852

PSU31852

Facilitator(s): Nate Holland
Team Members: Dixie Staff

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.4141384 miles
☐ Evidence of Construction ☒ 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: Unauthorized
Route Needed?: YES- timber

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
Future Timber Potential	In or Through Needed for timber	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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

*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: U31853

PSU31853

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: 0.1686256 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- timber

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
Administrative Uses	Other	☒	☐	☐
	Timber			

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hiking	☐	☐	☒
Hunting	☐	☐	☒
Vistas, Sightseeing, Photography	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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

*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: U31854

PSU31854

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: 0.5288882 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- timber

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
Administrative Uses	Other	☒	☐	☐
	Timber			

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hiking	☐	☐	☒
Hunting	☐	☐	☒
Vistas, Sightseeing, Photography	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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

*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: U31855

PSU31855

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk
☐ Other

☐ Connector
☐ Loop
☐ Spur

☐ Single Track
☐ Motorcycle Track
☐ ATV Route
☐ Dual Track
☐ Graded Track

Length: 0.1581468 miles
Use Level:
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: No

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U31856

PSU31856

Facilitator(s): Nate Holland
Team Members: Dixie Staff

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.1174112 miles
☐ Evidence of Construction ☒ 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: Unauthorized
Route Needed?: YES- timber

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
Future Timber Potential	In or Through Needed for timber	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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

*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: U31857

PSU31857

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 7.348789E-02 miles

☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U31858

PSU31858

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: 0.3928516 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:

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District Staff	Open	route needs to be open to access trailhead.

Maintenance Level: Unauthorized
Route Needed?: Yes- timber and trailhead rd.

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

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hiking	☐	☒	☐
Hunting	☐	☐	☒
Parking Area / Trailhead	☒	☐	☐
Vistas, Sightseeing, Photography	☐	☐	☒

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	No
Private Property	No
Public Uses	Yes
Other	No

Opportunities / Recommendations:

☐ 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: U31859

PSU31859

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.624639 miles
☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Private land not on Forest Service
Route Needed?: No

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U3186

PSU3186

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: 0.1591 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 1
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U31860

PSU31860

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk
☐ Other

☐ Connector
☐ Loop
☐ Spur

☐ Single Track
☐ Motorcycle Track
☐ ATV Route
☐ Dual Track
☐ Graded Track

Length: 0.9425493 miles
Use Level:
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Grazing, hunting
Route Needed?: No

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U31861

PSU31861

Facilitator(s): Nate Holland
Team Members: Dixie Staff

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 6.873158E-02 miles

☐ Evidence of Construction ☒ 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: Unauthorized
Route Needed?: Yes-Dispersed camping & Pink Cliffs viewpoint

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? **No**

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
Elk (MIS)	Substantial Year-Long Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Camping - Primitive	☒	☐	☐
Dispersed Camping Site	☒	☐	☐
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒
Vistas, Sightseeing, Photography	☒	☐	☐

Route Redundancy

Can the 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:

Public Uses	Yes
Other	No

Opportunities / Recommendations:

☐ 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: U31862

PSU31862

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: 0.1373809 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- timber

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
Administrative Uses	Vegetation Treatment	☒	☐	☐
Future Timber Potential	In or Through	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U31863

PSU31863

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: 0.1126555 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- Bryce Canyon National Park access

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
Administrative Uses	Other Bryce Canyon National Park access	☒	☐	☐

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
Riparian (MIS)	In, Along (within the banks or high water mark)
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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: U31864

PSU31864

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: 0.3410191 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- Timber

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer Range
Other Wildlife	Other Boreal Toads

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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U31865

PSU31865

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: 0.2423956 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- Timber

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
Administrative Uses	Other Future Timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U31866

PSU31866

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: 0.2771313 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- Timber

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
Administrative Uses	Other Future Timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U31867

PSU31867

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: 0.267336 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- timber

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U31868

PSU31868

Facilitator(s): Nate Holland
Team Members: Dixie Staff

☐ Principal Feeder/Trunk
☒ Other
☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

☒ Connector
☐ Loop
☐ Spur

☐ Single Track
☐ Motorcycle Track
☐ ATV Route
☒ Dual Track
☐ Graded Track

Length: 0.3077059 miles
Use Level: Medium
Maint. # (if any)

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information: Part of the Paunsagunt trail

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District Staff	Limit	limit to atv

Maintenance Level: Unauthorized
Route Needed?: Yes- timber

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐
Commercial Ranching Facility	Cattleguard	☒	☐	☐
Commercial Ranching Facility	Fence	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☒	☐	☐
Equestrian	☐	☐	☒
Hunting	☐	☒	☐
Motorized Use Generally	☐	☒	☐
OHV Touring	☒	☐	☐
Part of the Paunsagunt trail			

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

Opportunities / Recommendations:

☐ 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

*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: U31869

PSU31869

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: 0.4757967 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- timber

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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? **Yes**

If yes, how?

Redundant to 31129.

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3187

PSU3187

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: 0.5250668 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 1
Wash	In
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U31870

PSU31870

Facilitator(s): Nate Holland
Team Members: Dixie Staff

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.1727415 miles
☐ Evidence of Construction ☒ 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: Group 5
The routes in this area were identified as being needed for timber but there is a very high route density.

Maintenance Level: Unauthorized
Route Needed?: Yes- timber

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
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
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U31871

PSU31871

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: 0.3238453 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized

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
Administrative Uses	Other	☒	☐	☐
	Timber			
Administrative Uses	Vegetation Treatment	☒	☐	☐
Commercial Ranching Facility	Fence	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Wash	Proximate
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U31872

PSU31872

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 4.985899E-02 miles

☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U31873

PSU31873

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk
☐ Other

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

☐ Connector
☐ Loop
☐ Spur

☐ Single Track
☐ Motorcycle Track
☐ ATV Route
☐ Dual Track
☐ Graded Track

Length: 0.1329399 miles
Use Level:
Maint. # (if any)

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U31875

PSU31875

Facilitator(s): Nate Holland
Team Members: Dixie Staff

☐ Principal Feeder/Trunk
☒ Other
☒ Connector
☐ Loop
☐ Spur
☐ Single Track
☐ Motorcycle Track
☐ ATV Route

Length: 9.958639E-02 miles

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past
☒ Dual Track
☐ Graded Track

Use Level: Low
Maint. # (if any)

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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: U31876

PSU31876

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk
☐ Other

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

☐ Connector
☐ Loop
☐ Spur

☐ Single Track
☐ Motorcycle Track
☐ ATV Route
☐ Dual Track
☐ Graded Track

Length: 0.2247465 miles
Use Level:
Maint. # (if any)

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: No

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U31877

PSU31877

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: 0.2265782 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- Timber

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Wash	Proximate
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U31878

PSU31878

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 7.676158E-02 miles

☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U31879

PSU31879

Facilitator(s): Nate Holland
Team Members: Dixie Staff

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.4795125 miles
☐ Evidence of Construction ☒ 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: Route designation applies only to those portions of the route located on public land.

Maintenance Level: Unauthorized
Route Needed?: Yes- Private lands, range improvements

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
Commercial Ranching Facility	Fence	☒	☐	☐
Commercial Ranching Facility	Gate	☒	☐	☐
Commercial Ranching Facility	Pond, Reservoir	☒	☐	☐
Commercial Ranching Facility	Range Pipeline	☒	☐	☐

These are not legal improvements.

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
Elk (MIS)	Substantial Year-Long Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Year-Long 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3188

PSU3188

Facilitator(s): Nate Holland
Team Members: Dixie Staff

☐ Principal Feeder/Trunk
☒ Other

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

☒ Connector
☐ Loop
☐ Spur

☐ Single Track
☐ Motorcycle Track
☐ ATV Route
☒ Dual Track
☐ Graded Track

Length: 0.1867204 miles
Use Level: Low
Maint. # (if any)

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 1
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U31888

PSU31888

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk
☐ Other

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

☐ Connector
☐ Loop
☐ Spur

☐ Single Track
☐ Motorcycle Track
☐ ATV Route
☐ Dual Track
☐ Graded Track

Length: 0.5560657 miles
Use Level:
Maint. # (if any)

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U31889

PSU31889

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk
☐ Other

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

☐ Connector
☐ Loop
☐ Spur

☐ Single Track
☐ Motorcycle Track
☐ ATV Route
☐ Dual Track
☐ Graded Track

Length: 0.3598578 miles
Use Level:
Maint. # (if any)

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U3189

PSU3189

Facilitator(s): Nate Holland
Team Members: Dixie Staff

☐ Principal Feeder/Trunk
☒ Other

☒ Connector
☐ Loop
☒ Spur

☐ Single Track
☐ Motorcycle Track
☐ ATV Route

Length: 5.119177E-02 miles

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

☒ Dual Track
☐ Graded Track

Use Level: Low
Maint. # (if any)

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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

*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: U31890

PSU31890

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk
☐ Other

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

☐ Connector
☐ Loop
☐ Spur

☐ Single Track
☐ Motorcycle Track
☐ ATV Route
☐ Dual Track
☐ Graded Track

Length: 3.761395 miles
Use Level:
Maint. # (if any)

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U31891

PSU31891

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk
☐ Other

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

☐ Connector
☐ Loop
☐ Spur

☐ Single Track
☐ Motorcycle Track
☐ ATV Route
☐ Dual Track
☐ Graded Track

Length: 0.1292964 miles
Use Level:
Maint. # (if any)

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U31892

PSU31892

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk
☐ Other

☐ Connector
☐ Loop
☐ Spur

☐ Single Track
☐ Motorcycle Track
☐ ATV Route
☐ Dual Track
☐ Graded Track

Length: 4.040755 miles
Use Level:
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U31893

PSU31893

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk
☐ Other

☐ Connector
☐ Loop
☐ Spur

☐ Single Track
☐ Motorcycle Track
☐ ATV Route
☐ Dual Track
☐ Graded Track

Length: 1.585747 miles
Use Level:
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U3189A

PSU3189A

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: 0.3929648 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3190

PSU3190

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 4.015394E-02 miles

☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U3191

PSU3191

Facilitator(s): Nate Holland
Team Members: Dixie Staff

☐ Principal Feeder/Trunk
☒ Other

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

☒ Connector
☐ Loop
☒ Spur

☐ Single Track
☐ Motorcycle Track
☐ ATV Route
☒ Dual Track
☐ Graded Track

Length: 0.5277919 miles
Use Level: Low
Maint. # (if any)

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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

*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: U3192

PSU3192

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: 0.2482902 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3193

PSU3193

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: 0.0444984 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3194

PSU3194

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: 0.0555122 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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

*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: U3194A

PSU3194A

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: 0.264358 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3195

PSU3195

Facilitator(s): Nate Holland
Team Members: Dixie Staff

☐ Principal Feeder/Trunk
☒ Other

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

☒ Connector
☐ Loop
☒ Spur

☐ Single Track
☐ Motorcycle Track
☐ ATV Route
☒ Dual Track
☐ Graded Track

Length: 0.6907023 miles
Use Level: Low
Maint. # (if any)

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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

*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: U3197

PSU3197

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.1295698 miles
☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U3198

PSU3198

Facilitator(s): Nate Holland
Team Members: Dixie Staff

☐ Principal Feeder/Trunk
☒ Other

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

☒ Connector
☐ Loop
☒ Spur

☐ Single Track
☐ Motorcycle Track
☐ ATV Route
☒ Dual Track
☐ Graded Track

Length: 0.3412768 miles
Use Level: Low
Maint. # (if any)

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- timber

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Riparian (MIS)	9A - Riparian Management
Riparian (MIS)	Proximate (within 1/2 mile)
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3204

PSU3204

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: 0.6805831 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- timber

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3205

PSU3205

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: 0.3210009 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- timber

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3206

PSU3206

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: 0.1518829 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- timber

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3207

PSU3207

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.0371168 miles
☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U3209

PSU3209

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: 0.3498387 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- timber

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3210

PSU3210

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.1386366 miles
☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U3214

PSU3214

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: 0.2203942 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- timber

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3215

PSU3215

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: 0.1654017 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- Timber

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
Administrative Uses	Other Future Timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Wash	Cross
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Goshawk (MIS) (TES)	In or Through Post Fledgling Area
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3216

PSU3216

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: 0.6127715 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- Timber

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
Administrative Uses	Other Future Timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3217

PSU3217

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: 0.3712558 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- Timber

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
Administrative Uses	Other Future Timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3218

PSU3218

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: 0.2927455 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- Timber

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3221

PSU3221

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: 0.2771934 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- Timber

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3222

PSU3222

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 8.095004E-02 miles

☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U3223

PSU3223

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 7.090329E-02 miles

☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U3225

PSU3225

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.1896726 miles
☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U3226

PSU3226

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: 0.2645518 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- Timber

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3227

PSU3227

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: 0.3296705 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- Timber

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3228

PSU3228

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: 0.7037076 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- Timber

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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

*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: U3229

PSU3229

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk
☐ Other

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

☐ Connector
☐ Loop
☐ Spur

☐ Single Track
☐ Motorcycle Track
☐ ATV Route
☐ Dual Track
☐ Graded Track

Length: 0.7734141 miles
Use Level:
Maint. # (if any)

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: No

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U3230

PSU3230

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: 0.3343863 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- Timber

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3231

PSU3231

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: 0.1088863 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other: :

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- Timber

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3232

PSU3232

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: 0.4047177 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☒ Other: :NPS

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- Timber

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐
Commercial Ranching Facility	Fence	☒	☐	☐

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
Wash	Cross
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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

*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: U3232A

PSU3232A

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: 0.1771816 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☒ Other: :NPS

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- Timber

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐
Commercial Ranching Facility	Fence	☒	☐	☐

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
Wash	Cross
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3233

PSU3233

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.1848208 miles
☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U3234

PSU3234

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: 0.4672932 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- Timber

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Wash	In
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3235

PSU3235

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: 0.4880617 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- Timber

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Wash	Proximate
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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

*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: U3237

PSU3237

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: 0.24945 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- Timber

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3238

PSU3238

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: 0.136003 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- Timber

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3239

PSU3239

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: 0.5601426 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- Timber

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3240

PSU3240

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: 0.2042413 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- Timber

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐
Commercial Ranching Facility	Fence	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3242

PSU3242

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: 0.4582353 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- Timber

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Wash	In
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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

*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: U3243

PSU3243

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: 0.1329851 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- timber

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3244

PSU3244

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.147705 miles
☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U3246

PSU3246

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 8.457977E-02 miles

☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U3251

PSU3251

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 7.543291E-02 miles

☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: No

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U3253

PSU3253

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: 0.1738222 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- Timber

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
Administrative Uses	Vegetation Treatment	☒	☐	☐
Future Timber Potential	In or Through	☒	☐	☐

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
Wash	Proximate
Elk (MIS)	Substantial Year-Long Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3372

PSU3372

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 9.640069E-02 miles

☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: No

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U3373

PSU3373

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 7.642609E-02 miles

☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U3374

PSU3374

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk
☐ Other

☐ Connector
☐ Loop
☐ Spur

☐ Single Track
☐ Motorcycle Track
☐ ATV Route
☐ Dual Track
☐ Graded Track

Length: 0.7464593 miles
Use Level:
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: No

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U3375

PSU3375

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: 0.3672611 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- timber

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
Administrative Uses	Vegetation Treatment	☒	☐	☐
Future Timber Potential	In or Through	☒	☐	☐

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
Elk (MIS)	High Summer Range
Goshawk (MIS) (TES)	In or Through Post Fledgling Area
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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

*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: U3386

PSU3386

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.1208289 miles
☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U3387

PSU3387

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: 0.1277812 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- Timber

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
Administrative Uses	Vegetation Treatment	☒	☐	☐
Future Timber Potential	In or Through	☒	☐	☐

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
Elk (MIS)	Substantial Year-Long Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3388

PSU3388

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 5.764529E-02 miles

☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: No

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U3389

PSU3389

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: 0.2011856 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- Timber

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
Administrative Uses	Vegetation Treatment	☒	☐	☐
Future Timber Potential	In or Through	☒	☐	☐

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
Elk (MIS)	Substantial Year-Long Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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

*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: U3390

PSU3390

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.116046 miles
☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U3391

PSU3391

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 4.150502E-02 miles

☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U3392

PSU3392

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: 0.2411464 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- Timber

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
Administrative Uses	Vegetation Treatment	☒	☐	☐
Future Timber Potential	In or Through	☒	☐	☐

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
Elk (MIS)	Substantial Year-Long Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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

*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: U3393

PSU3393

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: 0.5527511 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- Timber

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
Administrative Uses	Vegetation Treatment	☒	☐	☐
Future Timber Potential	In or Through	☒	☐	☐

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
Elk (MIS)	Substantial Year-Long Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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

*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: U3394

PSU3394

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk
☐ Other

☐ Connector
☐ Loop
☐ Spur

☐ Single Track
☐ Motorcycle Track
☐ ATV Route
☐ Dual Track
☐ Graded Track

Length: 0.1141668 miles
Use Level:
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U3395

PSU3395

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 6.700482E-02 miles

☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: No

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U3396

PSU3396

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 1.454129 miles
☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U3397

PSU3397

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: 0.7989839 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- timber

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
Administrative Uses	Vegetation Treatment	☒	☐	☐
Future Timber Potential	In or Through	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3398

PSU3398

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: 0.2572704 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- timber

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
Administrative Uses	Vegetation Treatment	☒	☐	☐
Future Timber Potential	In or Through	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3399

PSU3399

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: 0.2906774 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- timber

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
Administrative Uses	Vegetation Treatment	☒	☐	☐
Future Timber Potential	In or Through	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U34001

PSU34001

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: 0.2634926 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- Timber

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	Proximate to Brood Rearing Area (within 1 mile)

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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U34005

PSU34005

Facilitator(s): Ren Scammon
Team Members: Dixie Staff

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.1002859 miles
☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U34009

PSU34009

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: 0.1403928 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- Timber

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	Proximate to Brood Rearing Area (within 1 mile)

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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U34011

PSU34011

Facilitator(s): Ren Scammon
Team Members: Dixie Staff

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.1001626 miles
☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U34012

PSU34012

Facilitator(s): Nate Holland
Team Members: Dixie Staff

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.5887868 miles
☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U34013

PSU34013

Facilitator(s): Nate Holland
Team Members: Dixie Staff

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.5513853 miles
☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U34014

PSU34014

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: 0.2357545 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information: Group 1

Maintenance Level: Unauthorized
Route Needed?: yes- timber

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
Administrative Uses	Other Timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3402

PSU3402

Facilitator(s): Nate Holland
Team Members: Dixie Staff

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 9.626773E-02 miles

☐ Evidence of Construction ☒ 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: Unauthorized
Route Needed?: Yes- timber

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
Administrative Uses	Vegetation Treatment	☒	☐	☐
Future Timber Potential	In or Through	☒	☐	☐

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
Wash	In
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U34022

PSU34022

Facilitator(s): Ren Scammon
Team Members: Dixie Staff

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.7244939 miles
☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U34023

PSU34023

Facilitator(s): Nate Holland
Team Members: Dixie Staff

☐ Principal Feeder/Trunk
☒ Other

☐ Connector
☐ Loop
☒ Spur

☐ Single Track
☐ Motorcycle Track
☐ ATV Route

Length: 7.831649E-02 miles

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

☒ Dual Track
☐ Graded Track

Use Level: Low
Maint. # (if any)

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
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)
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U34024

PSU34024

Facilitator(s): Ren Scammon
Team Members: Dixie Staff

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 2.314666E-02 miles

☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U34027

PSU34027

Facilitator(s): Ren Scammon
Team Members: Dixie Staff

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 7.986199E-02 miles

☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U34028

PSU34028

Facilitator(s): Ren Scammon
Team Members: Dixie Staff

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.1243723 miles
☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U34029

PSU34029

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: 0.5741574 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 1
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
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

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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3403

PSU3403

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.1513451 miles
☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: No

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U34031

PSU34031

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: 0.3192892 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber, hunting
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	In or Through Brood Rearing Area
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U34032

PSU34032

Facilitator(s): Ren Scammon
Team Members: Dixie Staff

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.3968952 miles
☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3407

PSU3407

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 3.570462E-02 miles

☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U3408

PSU3408

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: 0.356211 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- Timber

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
Administrative Uses	Vegetation Treatment	☒	☐	☐
Future Timber Potential	In or Through	☒	☐	☐

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
Elk (MIS)	High Summer Range
Goshawk (MIS) (TES)	In or Through Post Fledgling Area
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3409

PSU3409

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: 0.2694978 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- Timber

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
Administrative Uses	Vegetation Treatment	☒	☐	☐
Future Timber Potential	In or Through	☒	☐	☐

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
Elk (MIS)	High Summer Range
Goshawk (MIS) (TES)	In or Through Post Fledgling Area
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3410

PSU3410

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 5.450713E-02 miles

☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U3411

PSU3411

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: 0.1515432 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- Timber

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
Administrative Uses	Vegetation Treatment	☒	☐	☐
Future Timber Potential	In or Through	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3412

PSU3412

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: 0.5197121 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- Timber

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
Administrative Uses	Vegetation Treatment	☒	☐	☐
Future Timber Potential	In or Through	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3413

PSU3413

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: 0.2264779 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
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)

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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3414

PSU3414

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 5.626608E-02 miles

☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U3415

PSU3415

Facilitator(s): Nate Holland
Team Members: Dixie Staff

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.2808377 miles
☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3417

PSU3417

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: 1.111707 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
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

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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3420

PSU3420

Facilitator(s): Nate Holland
Team Members: Dixie Staff

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length:
☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information: Route spans more than one geographic area. See also RCU3420.

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3421

PSU3421

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: 0.541756 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	Proximate to Brood Rearing Area (within 1 mile)

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	☐	☐	☒
Camping - Primitive	☒	☐	☐
Dispersed Camping Site	☒	☐	☐
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3422

PSU3422

Facilitator(s): Nate Holland
Team Members: Dixie Staff

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 1.263917 miles
☐ Evidence of Construction ☒ 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:

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District Staff	Closed	Route not needed.

Maintenance Level: Unauthorized
Origin, Use and Issues: Range improvement, hunting
Route Needed?: No

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐
Commercial Ranching Facility	Fence	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
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

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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3423

PSU3423

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: 0.2890051 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District Staff	Limit	Close north west of the windmill.

Maintenance Level: Unauthorized
Origin, Use and Issues: Range improvement (.4) rest not needed
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐
Commercial Ranching Facility	Trough	☒	☐	☐
Commercial Ranching Facility	Well	☒	☐	☐
Commercial Ranching Facility	Windmill	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 1
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
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

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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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

*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: U3423A

PSU3423A

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: 0.8719674 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District Staff	Closed	Close north west of the windmill.

Maintenance Level: Unauthorized
Origin, Use and Issues: Range improvement (.4) rest not needed
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐
Commercial Ranching Facility	Trough	☒	☐	☐
Commercial Ranching Facility	Well	☒	☐	☐
Commercial Ranching Facility	Windmill	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 1
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
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

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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3424

PSU3424

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: 1.794431 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District Staff		leave route open for public.

Maintenance Level: Unauthorized
Origin, Use and Issues: Powerline
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐
Utilities	Electrical Transmission	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
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

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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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: U3425

PSU3425

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk
☐ Other

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

☐ Connector
☐ Loop
☐ Spur

☐ Single Track
☐ Motorcycle Track
☐ ATV Route
☐ Dual Track
☐ Graded Track

Length: 0.5974377 miles
Use Level:
Maint. # (if any)

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: No

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U3427

PSU3427

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.141284 miles
☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U3428

PSU3428

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: 0.402644 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	Proximate to Brood Rearing Area (within 1 mile)

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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3429

PSU3429

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: 0.5553527 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	Proximate to Brood Rearing Area (within 1 mile)

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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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

*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: U3430

PSU3430

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: 0.2835552 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	Proximate to Brood Rearing Area (within 1 mile)

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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3431

PSU3431

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: 0.2389794 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	Proximate to Brood Rearing Area (within 1 mile)

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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3432

PSU3432

Facilitator(s): Nate Holland
Team Members: Dixie Staff

☐ Principal Feeder/Trunk
☒ Other

☐ Connector
☐ Loop
☒ Spur

☐ Single Track
☐ Motorcycle Track
☐ ATV Route

Length: 8.641077E-02 miles

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

☒ Dual Track
☐ Graded Track

Use Level: Low
Maint. # (if any)

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	Proximate to Brood Rearing Area (within 1 mile)

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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3433

PSU3433

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: 0.2722691 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	Proximate to Brood Rearing Area (within 1 mile)

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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3434

PSU3434

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 6.668581E-02 miles

☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: No

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U3435

PSU3435

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: 0.4361857 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	Proximate to Brood Rearing Area (within 1 mile)

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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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

*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: U3436

PSU3436

Facilitator(s): Nate Holland
Team Members: Dixie Staff

☐ Principal Feeder/Trunk
☒ Other

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

☒ Connector
☐ Loop
☒ Spur

☐ Single Track
☐ Motorcycle Track
☐ ATV Route
☒ Dual Track
☐ Graded Track

Length: 0.3596339 miles
Use Level: Low
Maint. # (if any)

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	Proximate to Brood Rearing Area (within 1 mile)

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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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

*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: U3438

PSU3438

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: 0.1305411 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- Timber

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	Proximate to Brood Rearing Area (within 1 mile)

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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3440

PSU3440

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 7.017156E-02 miles

☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: No

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U3441

PSU3441

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.1251872 miles
☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U3442

PSU3442

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk
☐ Other

☐ Connector
☐ Loop
☐ Spur

☐ Single Track
☐ Motorcycle Track
☐ ATV Route
☐ Dual Track
☐ Graded Track

Length: 0.1199716 miles
Use Level:
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Range improvement
Route Needed?: No

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U3443

PSU3443

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 4.654299E-02 miles

☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U3444

PSU3444

Facilitator(s): Nate Holland
Team Members: Dixie Staff

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.3335099 miles
☐ Evidence of Construction ☒ 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: Unauthorized
Origin, Use and Issues: Range improvement
Route Needed?: Yes

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
Administrative Uses	Other	☒	☐	☐
	Future timber			
Administrative Uses	Vegetation Treatment	☒	☐	☐
Commercial Ranching Facility	Range Pipeline	☒	☐	☐

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
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	In or Through Brood Rearing Area

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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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

*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: U3445

PSU3445

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: 0.5724439 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Range improvement
Route Needed?: Yes

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
Administrative Uses	Other	☒	☐	☐
	Future timber			
Administrative Uses	Vegetation Treatment	☒	☐	☐
Commercial Ranching Facility	Range Pipeline	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing
	Number of crossings: 2
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	In or Through Brood Rearing Area

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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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

*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: U3454

PSU3454

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 1.084154 miles
☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber, hunting
Route Needed?: No

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U3459

PSU3459

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: 1.119601 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber, hunting (This number listed in two different places)
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
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

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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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

*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: U3460

PSU3460

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.247568 miles
☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U3461

PSU3461

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: 0.3602012 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber, hunting
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	In or Through Brood Rearing Area

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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3462

PSU3462

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: 0.3041375 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber, hunting
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	In or Through Brood Rearing Area

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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3463

PSU3463

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: 0.4696639 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber, hunting
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	In or Through Brood Rearing Area

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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3464

PSU3464

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: 0.2392446 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber, hunting
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	In or Through Brood Rearing Area

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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3466

PSU3466

Facilitator(s): Nate Holland
Team Members: Dixie Staff

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 6.409065E-02 miles

☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber, hunting
Route Needed?: Yes

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3467

PSU3467

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: 0.1179882 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber, hunting
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	In or Through Brood Rearing Area

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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3468

PSU3468

Facilitator(s): Nate Holland
Team Members: Dixie Staff

☐ Principal Feeder/Trunk
☒ Other

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

☒ Connector
☐ Loop
☒ Spur

☐ Single Track
☐ Motorcycle Track
☐ ATV Route
☒ Dual Track
☐ Graded Track

Length: 0.3932332 miles
Use Level: Low
Maint. # (if any)

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber, hunting
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	In or Through Brood Rearing Area

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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3469

PSU3469

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: 0.637186 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber, hunting
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	In or Through Brood Rearing Area

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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3470

PSU3470

Facilitator(s): Nate Holland
Team Members: Dixie Staff

☐ Principal Feeder/Trunk
☒ Other

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

☒ Connector
☐ Loop
☒ Spur

☐ Single Track
☐ Motorcycle Track
☐ ATV Route
☒ Dual Track
☐ Graded Track

Length: 0.5769912 miles
Use Level: Low
Maint. # (if any)

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber, hunting
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	In or Through Brood Rearing Area

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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3471

PSU3471

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: 1.123351 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber, hunting
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	In or Through Brood Rearing Area

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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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

*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: U3472

PSU3472

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 7.851998E-02 miles

☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U3475

PSU3475

Facilitator(s): Nate Holland
Team Members: Dixie Staff

☐ Principal Feeder/Trunk
☒ Other

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

☒ Connector
☐ Loop
☒ Spur

☐ Single Track
☐ Motorcycle Track
☐ ATV Route
☒ Dual Track
☐ Graded Track

Length: 0.2019569 miles
Use Level: Low
Maint. # (if any)

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber, hunting
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 2
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	In or Through Brood Rearing Area

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	☐	☐	☒
Camping - Primitive	☒	☐	☐
Dispersed Camping Site	☒	☐	☐
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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

*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: U3475A

PSU3475A

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: 0.5810773 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber, hunting
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 2
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	In or Through Brood Rearing Area

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	☐	☐	☒
Camping - Primitive	☒	☐	☐
Dispersed Camping Site	☒	☐	☐
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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

*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: U3476

PSU3476

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: 0.4518453 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber, hunting
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 1
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	In or Through Brood Rearing Area

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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3477

PSU3477

Facilitator(s): Nate Holland
Team Members: Dixie Staff

☐ Principal Feeder/Trunk
☒ Other

☐ Connector
☐ Loop
☒ Spur

☐ Single Track
☐ Motorcycle Track
☐ ATV Route

Length: 9.923785E-02 miles

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

☒ Dual Track
☐ Graded Track

Use Level: Low
Maint. # (if any)

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber, hunting
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	In or Through Brood Rearing Area

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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3478

PSU3478

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.4685567 miles
☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U3479

PSU3479

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: 0.710593 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	In or Through Brood Rearing Area
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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

*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: U3480

PSU3480

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: 0.3188073 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- Timber

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	In or Through Brood Rearing Area
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3481

PSU3481

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: 0.4286457 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	In or Through Brood Rearing Area
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3482

PSU3482

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: 0.2513944 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	In or Through Brood Rearing Area
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3483

PSU3483

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 6.324793E-02 miles

☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U3484

PSU3484

Facilitator(s): Nate Holland
Team Members: Dixie Staff

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 8.524077E-02 miles

☐ Evidence of Construction ☒ 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: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 1
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	In or Through Brood Rearing Area

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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3485

PSU3485

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: 0.7871059 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	In or Through Brood Rearing Area

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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3486

PSU3486

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: 0.1646394 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	In or Through Brood Rearing Area
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3488

PSU3488

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: 2.340448 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 4
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	In or Through Brood Rearing Area
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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

*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: U3489

PSU3489

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: 0.1939002 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	In or Through Brood Rearing Area

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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3490

PSU3490

Facilitator(s): Nate Holland
Team Members: Dixie Staff

☐ Principal Feeder/Trunk
☒ Other

☐ Connector
☐ Loop
☒ Spur

☐ Single Track
☐ Motorcycle Track
☐ ATV Route

Length: 9.763469E-02 miles

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

☒ Dual Track
☐ Graded Track

Use Level: Low
Maint. # (if any)

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	In or Through Brood Rearing Area

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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3491

PSU3491

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: 0.247231 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	In or Through Brood Rearing Area

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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3492

PSU3492

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: 0.1933201 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	In or Through Brood Rearing Area

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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3493

PSU3493

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: 0.1413743 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 1
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	In or Through Brood Rearing Area

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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3495

PSU3495

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: 0.3111694 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	Proximate to Brood Rearing Area (within 1 mile)

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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3496

PSU3496

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: 0.1203086 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	Proximate to Brood Rearing Area (within 1 mile)

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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3500

PSU3500

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: 0.2437377 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3501A

PSU3501A

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: 0.4090221 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District Staff	Closed	route in not needed.

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3502

PSU3502

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: 0.1261381 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber, Range improvement
Route Needed?: Yes

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
Administrative Uses	Other	☒	☐	☐
	Future timber			
Administrative Uses	Vegetation Treatment	☒	☐	☐
Commercial Ranching Facility	Enclosed Tank, Trick Tank	☒	☐	☐

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
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ Close ☒ Limit* ☐ Open*

☒ Limit

☒ Maintenance Recommendations: Improve route surface and prism.

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

*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: U3503

PSU3503

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: 0.3709324 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3504

PSU3504

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 2.873208E-02 miles

☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U3505

PSU3505

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: 3.417285 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 3
Wash	Cross
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
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

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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ Close ☒ Limit* ☐ Open*

☒ Limit

☒ Maintenance Recommendations: Improve drainage and stream crossings.

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

*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: U3506

PSU3506

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.1086262 miles
☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: No

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U3507

PSU3507

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: 0.2516375 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Wash	Proximate
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	Proximate to Brood Rearing Area (within 1 mile)

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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3508

PSU3508

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.1359353 miles
☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U3509

PSU3509

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: 0.6024281 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Wash	Proximate
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	Proximate to Brood Rearing Area (within 1 mile)

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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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

*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: U3510

PSU3510

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk
☐ Other

☐ Connector
☐ Loop
☐ Spur

☐ Single Track
☐ Motorcycle Track
☐ ATV Route
☐ Dual Track
☐ Graded Track

Length: 0.2186474 miles
Use Level:
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U3511

PSU3511

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 8.652388E-02 miles

☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U3512

PSU3512

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk
☐ Other

☐ Connector
☐ Loop
☐ Spur

☐ Single Track
☐ Motorcycle Track
☐ ATV Route
☐ Dual Track
☐ Graded Track

Length: 0.2416089 miles
Use Level:
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: No

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U3514

PSU3514

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk
☐ Other

☐ Connector
☐ Loop
☐ Spur

☐ Single Track
☐ Motorcycle Track
☐ ATV Route
☐ Dual Track
☐ Graded Track

Length: 0.1803072 miles
Use Level:
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: No

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U3515

PSU3515

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: 0.2164697 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Wash	Proximate
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	In or Through Brood Rearing Area

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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3516

PSU3516

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: 0.2122679 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Wash	Proximate
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	In or Through Brood Rearing Area

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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3517

PSU3517

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: 0.4747842 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Wash	Proximate
Elk (MIS)	High Summer Range
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

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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3518

PSU3518

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.1826253 miles
☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U3520

PSU3520

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.1381657 miles
☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U3521

PSU3521

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: 0.5369071 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Wash	Proximate
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	In or Through Brood Rearing Area

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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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

*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: U3522

PSU3522

Facilitator(s): Nate Holland
Team Members: Dixie Staff

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.3771766 miles
☐ Evidence of Construction ☒ 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: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Wash	Proximate
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	In or Through Brood Rearing Area

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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3523

PSU3523

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: 0.3590252 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Wash	Proximate
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	In or Through Brood Rearing Area

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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3524

PSU3524

Facilitator(s): Nate Holland
Team Members: Dixie Staff

☐ Principal Feeder/Trunk
☒ Other

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

☒ Connector
☐ Loop
☒ Spur

☐ Single Track
☐ Motorcycle Track
☐ ATV Route
☒ Dual Track
☐ Graded Track

Length: 0.2086463 miles
Use Level: Low
Maint. # (if any)

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Wash	Proximate
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	In or Through Brood Rearing Area

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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3525

PSU3525

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 7.407221E-02 miles

☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U3526

PSU3526

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 9.618974E-02 miles

☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U3527

PSU3527

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk
☐ Other

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

☐ Connector
☐ Loop
☐ Spur

☐ Single Track
☐ Motorcycle Track
☐ ATV Route
☐ Dual Track
☐ Graded Track

Length: 0.1277251 miles
Use Level:
Maint. # (if any)

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: No

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U3528

PSU3528

Facilitator(s): Nate Holland
Team Members: Dixie Staff

☐ Principal Feeder/Trunk
☒ Other

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

☒ Connector
☐ Loop
☐ Spur

☐ Single Track
☐ Motorcycle Track
☐ ATV Route
☒ Dual Track
☐ Graded Track

Length: 0.4272042 miles
Use Level: Low
Maint. # (if any)

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Wash	Proximate
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	In or Through Brood Rearing Area

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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3529

PSU3529

Facilitator(s): Nate Holland
Team Members: Dixie Staff

☐ Principal Feeder/Trunk
☒ Other

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

☒ Connector
☐ Loop
☐ Spur

☐ Single Track
☐ Motorcycle Track
☐ ATV Route
☒ Dual Track
☐ Graded Track

Length: 0.824381 miles
Use Level: Low
Maint. # (if any)

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Wash	Proximate
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	In or Through Brood Rearing Area

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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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

*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: U3530

PSU3530

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: 0.3365271 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Wash	Proximate
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	In or Through Brood Rearing Area

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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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

*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: U3531

PSU3531

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.231218 miles
☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U3532

PSU3532

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: 0.3816679 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Wash	Proximate
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	In or Through Brood Rearing Area

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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3533

PSU3533

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.2611625 miles
☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U3534

PSU3534

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: 0.3386917 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Wash	Proximate
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	In or Through Brood Rearing Area

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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3535

PSU3535

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: 0.2723334 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information: Group 13

Maintenance Level: Unauthorized
Route Needed?: Yes- Timber

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Wash	Proximate
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	In or Through Brood Rearing Area

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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3536

PSU3536

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk
☐ Other

☐ Connector
☐ Loop
☐ Spur

☐ Single Track
☐ Motorcycle Track
☐ ATV Route
☐ Dual Track
☐ Graded Track

Length: 0.1062444 miles
Use Level:
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U3539

PSU3539

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: 0.235616 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	Proximate to Brood Rearing Area (within 1 mile)

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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3540

PSU3540

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: 0.2745307 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 1
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
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

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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3541

PSU3541

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: 0.1932487 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
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

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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3542

PSU3542

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: 0.1969038 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
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

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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3543

PSU3543

Facilitator(s): Nate Holland
Team Members: Dixie Staff

☐ Principal Feeder/Trunk
☒ Other

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

☒ Connector
☒ Loop
☐ Spur

☐ Single Track
☐ Motorcycle Track
☐ ATV Route
☒ Dual Track
☐ Graded Track

Length: 0.1637284 miles
Use Level: Low
Maint. # (if any)

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	In or Through Brood Rearing Area
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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

*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: U3543A

PSU3543A

Facilitator(s): Nate Holland
Team Members: Dixie Staff

☐ Principal Feeder/Trunk
☒ Other

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

☒ Connector
☒ Loop
☐ Spur

☐ Single Track
☐ Motorcycle Track
☐ ATV Route
☒ Dual Track
☐ Graded Track

Length: 0.5981921 miles
Use Level: Low
Maint. # (if any)

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	In or Through Brood Rearing Area
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3543B

PSU3543B

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: 0.5812966 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	In or Through Brood Rearing Area
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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

*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: U3543C

PSU3543C

Facilitator(s): Nate Holland
Team Members: Dixie Staff

☐ Principal Feeder/Trunk
☒ Other

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

☒ Connector
☒ Loop
☐ Spur

☐ Single Track
☐ Motorcycle Track
☐ ATV Route
☒ Dual Track
☐ Graded Track

Length: 0.355967 miles
Use Level: Low
Maint. # (if any)

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	In or Through Brood Rearing Area
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3544

PSU3544

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: 0.2196925 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	In or Through Brood Rearing Area
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3545

PSU3545

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: 1.496087 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber, hunting
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 4
Wash	In
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	Proximate to Brood Rearing Area (within 1 mile)
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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

*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: U3546

PSU3546

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: 0.9448889 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber, hunting
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	Proximate to Brood Rearing Area (within 1 mile)
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3547

PSU3547

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: 0.1408573 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber, hunting
Route Needed?: No

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 1
Wash	Cross
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	Proximate to Brood Rearing Area (within 1 mile)
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3549

PSU3549

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: 0.2731936 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber, hunting
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	In or Through Brood Rearing Area
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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

*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: U3550

PSU3550

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: 0.1285897 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	In or Through Brood Rearing Area
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3551

PSU3551

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: 0.1792293 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	In or Through Brood Rearing Area
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3552

PSU3552

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: 0.1412921 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber, hunting
Route Needed?: No

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	In or Through Brood Rearing Area
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3553

PSU3553

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: 0.1192745 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	In or Through Brood Rearing Area
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3554

PSU3554

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: 0.9276288 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information: Group 8

Maintenance Level: Unauthorized
Route Needed?: Yes- Timber

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐
Commercial Ranching Facility	Fence	☒	☐	☐
Commercial Ranching Facility	Gate	☒	☐	☐

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
Riparian (MIS)	Proximate (within 1/2 mile)
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
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
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☒	☐
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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

*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: U3555

PSU3555

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: 0.1432392 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Riparian (MIS)	Proximate (within 1/2 mile)
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	Proximate to Brood Rearing Area (within 1 mile)
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3556

PSU3556

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: 0.1403381 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber, hunting
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Riparian (MIS)	Proximate (within 1/2 mile)
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	Proximate to Brood Rearing Area (within 1 mile)
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3557

PSU3557

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: 0.1282662 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber, hunting
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Riparian (MIS)	Proximate (within 1/2 mile)
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	In or Through Brood Rearing Area
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3558

PSU3558

Facilitator(s): Nate Holland
Team Members: Dixie Staff

☐ Principal Feeder/Trunk
☒ Other

☐ Connector
☐ Loop
☒ Spur

☐ Single Track
☐ Motorcycle Track
☐ ATV Route

Length: 6.126764E-02 miles

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

☒ Dual Track
☐ Graded Track

Use Level: Low
Maint. # (if any)

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	In or Through Brood Rearing Area
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3559

PSU3559

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: 0.2007016 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber, hunting
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	In or Through Brood Rearing Area
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3561

PSU3561

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: 0.1463867 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	In or Through Brood Rearing Area
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3562

PSU3562

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: 0.1579322 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber, hunting
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	Proximate to Brood Rearing Area (within 1 mile)
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3563

PSU3563

Facilitator(s): Nate Holland
Team Members: Dixie Staff

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 6.636474E-02 miles

☐ Evidence of Construction ☒ 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: Unauthorized

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	Proximate to Brood Rearing Area (within 1 mile)
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3564

PSU3564

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: 0.5416847 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber, hunting
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 2
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	In or Through Brood Rearing Area
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3565

PSU3565

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: 0.335591 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber, hunting
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	In or Through Brood Rearing Area
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3568

PSU3568

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: 0.3376872 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber, hunting
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Goshawk (MIS) (TES)	In or Through Post Fledgling Area
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3569

PSU3569

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: 0.9452605 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber, hunting
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
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)
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3570

PSU3570

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: 0.2937044 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber, hunting
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Elk (MIS)	High Summer Range
Goshawk (MIS) (TES)	In or Through Post Fledgling Area
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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

*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: U3571

PSU3571

Facilitator(s): Nate Holland
Team Members: Dixie Staff

☐ Principal Feeder/Trunk
☒ Other

☐ Connector
☐ Loop
☒ Spur

☐ Single Track
☐ Motorcycle Track
☐ ATV Route

Length: 8.033247E-02 miles

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

☒ Dual Track
☐ Graded Track

Use Level: Low
Maint. # (if any)

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber, hunting
Route Needed?: No

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
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)
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3572

PSU3572

Facilitator(s): Nate Holland
Team Members: Dixie Staff

☐ Principal Feeder/Trunk
☒ Other

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

☒ Connector
☐ Loop
☐ Spur

☐ Single Track
☐ Motorcycle Track
☐ ATV Route
☒ Dual Track
☐ Graded Track

Length: 0.4572963 miles
Use Level: Low
Maint. # (if any)

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber, hunting
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
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)
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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

*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: U3573

PSU3573

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: 0.1257967 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber, hunting
Route Needed?: No

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 1
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	Proximate to Brood Rearing Area (within 1 mile)
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3574

PSU3574

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: 0.2430107 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber, hunting
Route Needed?: No

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 1
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
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
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3575

PSU3575

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: 0.1174243 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	In or Through Brood Rearing Area
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3576

PSU3576

Facilitator(s): Nate Holland
Team Members: Dixie Staff

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 9.321959E-02 miles

☐ Evidence of Construction ☒ 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: Unauthorized

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
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
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3578

PSU3578

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk
☐ Other

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

☐ Connector
☐ Loop
☐ Spur

☐ Single Track
☐ Motorcycle Track
☐ ATV Route
☐ Dual Track
☐ Graded Track

Length: 0.1715627 miles
Use Level:
Maint. # (if any)

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U3579

PSU3579

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: 0.353202 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber, hunting
Route Needed?: No

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
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
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3581

PSU3581

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: 1.000908 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: No

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 2
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	In or Through Brood Rearing Area

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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3582

PSU3582

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: 0.6871986 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Wash	Proximate
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
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

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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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

*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: U3583

PSU3583

Facilitator(s): Nate Holland
Team Members: Dixie Staff

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 9.816473E-02 miles

☐ Evidence of Construction ☒ 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: Unauthorized

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
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

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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3584

PSU3584

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: 0.2854996 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 1
Wash	Cross
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	Proximate to Brood Rearing Area (within 1 mile)
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3585

PSU3585

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: 0.1211242 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	Proximate to Brood Rearing Area (within 1 mile)

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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3586

PSU3586

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: 0.416483 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Wash	Proximate
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	Proximate to Brood Rearing Area (within 1 mile)

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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3587

PSU3587

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: 0.8386498 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 1
Wash	Cross
Soils	Route Subject to Erosion Concerns
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	Proximate to Brood Rearing Area (within 1 mile)

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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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

*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: U3588

PSU3588

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: 0.1051081 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information: Group 10

Maintenance Level: Unauthorized
Route Needed?: Yes- timber

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	Proximate to Brood Rearing Area (within 1 mile)

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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3591

PSU3591

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 6.952663E-02 miles

☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: No

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U3592

PSU3592

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 5.896304E-02 miles

☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber, fuelwood
Route Needed?: No

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U3594

PSU3594

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk
☐ Other

☐ Connector
☐ Loop
☐ Spur

☐ Single Track
☐ Motorcycle Track
☐ ATV Route
☐ Dual Track
☐ Graded Track

Length: 0.1196434 miles
Use Level:
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: No

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U3600

PSU3600

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: 0.1951698 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3601

PSU3601

Facilitator(s): Nate Holland
Team Members: Dixie Staff

☐ Principal Feeder/Trunk
☒ Other

☐ Connector
☐ Loop
☒ Spur

☐ Single Track
☐ Motorcycle Track
☐ ATV Route

Length: 6.418221E-02 miles

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

☒ Dual Track
☐ Graded Track

Use Level: Low
Maint. # (if any)

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3602

PSU3602

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: 0.212278 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3606

PSU3606

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: 0.1294115 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: No

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3607

PSU3607

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: 0.3871401 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3610

PSU3610

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: 0.5607375 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3611

PSU3611

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: 0.4377421 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 1
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3612

PSU3612

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: 0.3304703 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Elk (MIS)	High Summer Range
Goshawk (MIS) (TES)	In or Through Post Fledgling Area
Mule Deer (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3616

PSU3616

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: 0.3966647 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information: Group 6

Maintenance Level: Unauthorized
Route Needed?: yes- timber

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3617

PSU3617

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: 0.1771044 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 3
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3619

PSU3619

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: 0.4915564 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3625

PSU3625

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: 0.1136863 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- Timber

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3626

PSU3626

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: 0.1573142 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- Timber

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3629

PSU3629

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: 0.2754651 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: No

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3643

PSU3643

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 5.046728E-02 miles

☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: No

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U3644

PSU3644

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 4.596435E-02 miles

☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U3650

PSU3650

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.1683515 miles
☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U3667

PSU3667

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: 0.4145306 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- Timber

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
Administrative Uses	Other Future Timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Wash	In
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3669

PSU3669

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 5.154658E-02 miles

☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U3677

PSU3677

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 7.576807E-02 miles

☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: No

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U3679

PSU3679

Facilitator(s): Nate Holland
Team Members: Dixie Staff

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☒ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.4301637 miles
☐ Evidence of Construction ☒ 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: Unauthorized
Route Needed?: YES- timber

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
Administrative Uses	Vegetation Treatment	☒	☐	☐
Future Timber Potential	In or Through Needed for timber	☒	☐	☐

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
Elk (MIS)	High Summer Range
Goshawk (MIS) (TES)	In or Through Post Fledgling Area
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☒	☐
Hiking Part of the Grand View trail	☐	☒	☐
Hunting	☐	☒	☐
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ Close ☒ Limit* ☐ Open*

☒ Limits:

☒ 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

*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: U3679A

PSU3679A

Facilitator(s): Nate Holland
Team Members: Dixie Staff

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☒ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.1946966 miles
☐ Evidence of Construction ☒ 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: Unauthorized
Route Needed?: YES- timber

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
Administrative Uses	Vegetation Treatment	☒	☐	☐
Future Timber Potential	In or Through Needed for timber	☒	☐	☐

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
Elk (MIS)	High Summer Range
Goshawk (MIS) (TES)	In or Through Post Fledgling Area
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☒	☐
Hiking Part of the Grand View trail	☐	☒	☐
Hunting	☐	☒	☐
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ Close ☒ Limit* ☐ Open*

☒ Limits:

☒ 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

*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: U3685

PSU3685

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: 0.1415458 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- timber

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
Administrative Uses	Other	☒	☐	☐
	Timber			

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hiking	☐	☐	☒
Hunting	☐	☐	☒
Vistas, Sightseeing, Photography	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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

*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: U3696

PSU3696

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 9.115429E-02 miles

☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: No

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U3700

PSU3700

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 4.905195E-02 miles

☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U3706

PSU3706

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 7.794394E-02 miles

☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: No

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U3713

PSU3713

Facilitator(s): Nate Holland
Team Members: Dixie Staff

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.6140133 miles
☐ Evidence of Construction ☒ 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: Unauthorized
Route Needed?: YES- timber

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
Future Timber Potential	In or Through Needed for timber	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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

*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: U3715

PSU3715

Facilitator(s): Nate Holland
Team Members: Dixie Staff

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.252479 miles
☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3717

PSU3717

Facilitator(s): Nate Holland
Team Members: Dixie Staff

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.1912971 miles
☐ Evidence of Construction ☒ 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: Unauthorized
Route Needed?: YES- timber

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
Future Timber Potential	In or Through Needed for timber	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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

*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: U3718

PSU3718

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: 0.5971925 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Township and Range: T.38S R.5W S.36
Route Needed?: Yes- timber

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
Administrative Uses	Vegetation Treatment	☒	☐	☐
Future Timber Potential	In or Through	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☐ 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

*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: U3719

PSU3719

Facilitator(s): Nate Holland
Team Members: Dixie Staff

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.3619409 miles
☐ Evidence of Construction ☒ 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: Unauthorized
Route Needed?: YES- timber

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
Future Timber Potential	In or Through Needed for timber	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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

*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: U3723

PSU3723

Facilitator(s): Nate Holland
Team Members: Dixie Staff

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.1852299 miles
☐ Evidence of Construction ☒ 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: Unauthorized
Route Needed?: YES- timber

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
Future Timber Potential	In or Through Needed for timber	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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

*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: U3725

PSU3725

Facilitator(s): Nate Holland
Team Members: Dixie Staff

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☒ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.2223945 miles
☐ Evidence of Construction ☒ 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: Unauthorized
Route Needed?: YES- timber

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
Administrative Uses	Vegetation Treatment	☒	☐	☐
Future Timber Potential	In or Through Needed for timber	☒	☐	☐

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
Elk (MIS)	High Summer Range
Goshawk (MIS) (TES)	In or Through Post Fledgling Area
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3726

PSU3726

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: 0.2873718 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Township and Range: T.38S R.5W S.36
Route Needed?: Yes- timber

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
Administrative Uses	Vegetation Treatment	☒	☐	☐
Future Timber Potential	In or Through	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☐ 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

*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: U3727

PSU3727

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk
☐ Other

☐ Connector
☐ Loop
☐ Spur

☐ Single Track
☐ Motorcycle Track
☐ ATV Route
☐ Dual Track
☐ Graded Track

Length: 0.144868 miles
Use Level:
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?:

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U3728

PSU3728

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: 0.129789 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- Timber

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Goshawk (MIS) (TES)	In or Through Post Fledgling Area
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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

*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: U3729

PSU3729

Facilitator(s): Nate Holland
Team Members: Dixie Staff

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☒ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 6.306697E-02 miles

☐ Evidence of Construction ☒ 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: Unauthorized
Route Needed?: YES- timber

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
Administrative Uses	Vegetation Treatment	☒	☐	☐
Future Timber Potential	In or Through Needed for timber	☒	☐	☐

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
Elk (MIS)	High Summer Range
Goshawk (MIS) (TES)	In or Through Post Fledgling Area
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3731

PSU3731

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.2204148 miles
☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U3740

PSU3740

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: 0.3354242 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Township and Range: T.38S R.5W S.36
Route Needed?: Yes- timber

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
Administrative Uses	Vegetation Treatment	☒	☐	☐
Future Timber Potential	In or Through	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☐ 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

*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: U3742

PSU3742

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: 0.7031794 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Township and Range: T.38S R.5W S.36
Route Needed?: Yes- timber

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
Administrative Uses	Vegetation Treatment	☒	☐	☐
Future Timber Potential	In or Through	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☐ 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

*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: U3746

PSU3746

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk
☐ Other

☐ Connector
☐ Loop
☐ Spur

☐ Single Track
☐ Motorcycle Track
☐ ATV Route
☐ Dual Track
☐ Graded Track

Length: 0.4612982 miles
Use Level:
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: No

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U3750

PSU3750

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 5.420838E-02 miles

☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: No

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U3762

PSU3762

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: 0.0894656 miles
Use Level:
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3766

PSU3766

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: 0.1884746 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- Timber

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Goshawk (MIS) (TES)	In or Through Post Fledgling Area
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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

*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: U3772

PSU3772

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk
☐ Other

☐ Connector
☐ Loop
☐ Spur

☐ Single Track
☐ Motorcycle Track
☐ ATV Route
☐ Dual Track
☐ Graded Track

Length: 0.1229937 miles
Use Level:
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: No

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U3776

PSU3776

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: 0.1521005 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Township and Range: T.38S R.5W S.36
Route Needed?: Yes- timber

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
Administrative Uses	Vegetation Treatment	☒	☐	☐
Future Timber Potential	In or Through	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3778

PSU3778

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: 0.2857381 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- Timber

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
Administrative Uses	Other Future Timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3780

PSU3780

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: 0.206853 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- Timber

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
Administrative Uses	Other Future Timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3784

PSU3784

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.1103877 miles
☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U3792

PSU3792

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: 0.8064003 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- Timber

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
Administrative Uses	Vegetation Treatment	☒	☐	☐
Future Timber Potential	In or Through	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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

*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: U3794

PSU3794

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: 0.4032837 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- Timber

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
Administrative Uses	Vegetation Treatment	☒	☐	☐
Future Timber Potential	In or Through	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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

*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: U3802

PSU3802

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk
☐ Other

☐ Connector
☐ Loop
☐ Spur

☐ Single Track
☐ Motorcycle Track
☐ ATV Route
☐ Dual Track
☐ Graded Track

Length: 0.1908941 miles
Use Level:
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: No

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U3808

PSU3808

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: 0.4084843 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: YES- timber

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
Administrative Uses	Vegetation Treatment	☒	☐	☐
Future Timber Potential	In or Through Needed for timber	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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

*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: U3810

PSU3810

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: 0.3681585 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- Timber

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☒	☐
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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

*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: U3814

PSU3814

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: 0.7037516 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- Timber

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3818

PSU3818

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: 0.1288993 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- Timber

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3820

PSU3820

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: 0.883275 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- Timber

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
Administrative Uses	Other Future timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3822

PSU3822

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.1095033 miles
☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U3830

PSU3830

Facilitator(s): Nate Holland
Team Members:

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.2210196 miles
☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

☐ Close ☐ Limit* ☐ Open*

*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: U3834

PSU3834

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: 0.0565734 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- Timber

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
Administrative Uses	Other Future Timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3836

PSU3836

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: 0.1899218 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- Timber

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
Administrative Uses	Other Future Timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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

*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: U3838

PSU3838

Facilitator(s): Nate Holland
Team Members: Dixie Staff

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 0.2823603 miles
☐ Evidence of Construction ☐ Dual Track Use Level:
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Timber
Route Needed?: Yes

Opportunities / Recommendations:

☒ 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.

Other/Common Name: U3840

PSU3840

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: 1.658761 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- Timber

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
Administrative Uses	Other Future Timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☐ 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

*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: U3842

PSU3842

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: 0.6971035 miles
Use Level: Low
Maint. # (if any)

☐ Evidence of Construction
☐ Regularly Maintained
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Maintenance Level: Unauthorized
Route Needed?: Yes- Timber

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
Administrative Uses	Other Future Timber	☒	☐	☐
Administrative Uses	Vegetation Treatment	☒	☐	☐

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
Wash	In
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer 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	☐	☐	☒
Equestrian	☐	☐	☒
Hunting	☐	☐	☒
Motorized Use Generally	☐	☐	☒

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

Opportunities / Recommendations:

☒ 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.