

Other/Common Name: 30012

RC30012

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

<input type="checkbox"/> Principal Feeder/Trunk	<input type="checkbox"/> Connector	<input type="checkbox"/> Single Track	
<input checked="" type="checkbox"/> Other	<input type="checkbox"/> Loop	<input type="checkbox"/> Motorcycle Track	
	<input checked="" type="checkbox"/> Spur	<input type="checkbox"/> ATV Route	Length: 0.3537875 miles
<input checked="" type="checkbox"/> Evidence of Construction: Graded in places		<input checked="" type="checkbox"/> Dual Track	Use Level: Low
<input type="checkbox"/> Regularly Maintained		<input type="checkbox"/> Graded Track	Maint. # (if any)
<input checked="" type="checkbox"/> Infrequently Maintained			
<input type="checkbox"/> Maintained in Past			

Jurisdictions: BLM USFS State Military Private Other:

Additional Information: Route has closed itself; route is obscure.

Old Agency Number / Route Number: 30645
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		Primary	Secondary	Tertiary
Uses	Specifically			
Range	Not likely to be needed in foreseeable future			
Vegetation (Timber and Fuels) - Sales and Management	Not likely to be needed in foreseeable future			
Wildland Fire	Provides duplicate access or access to a small area			

Special Resources
Might the continued use of this route impact State or Federal special status species or their habitat or cultural or any other specially-protected resources 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 likely to be needed in foreseeable future
Hydrology	None or Low risk to soil & water resources
Wildlife / Botany	Close to meet big game habitat effectiveness road density standards within GA or to protect important TES/MIS habitat (eg. Nesting, breeding, roosting).
Wilderness/Roadless	Not likely to be needed in foreseeable future
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

<p>Avoidance, Minimization or Mitigation of Impacts</p> <p>Can the impacts to the above sensitive resources be avoided, minimized or mitigated? Yes</p>						
<p>Public Uses</p> <p>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</p>						
<p>Route Redundancy</p> <p>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</p> <p>The route is utilized for the following:</p> <table style="width: 100%; border: none;"> <tr> <td style="padding-left: 20px;">Commercial / Administrative</td> <td style="text-align: right;">Yes</td> </tr> <tr> <td style="padding-left: 20px;">Private Property</td> <td style="text-align: right;">No</td> </tr> <tr> <td style="padding-left: 20px;">Other</td> <td style="text-align: right;">No</td> </tr> </table>	Commercial / Administrative	Yes	Private Property	No	Other	No
Commercial / Administrative	Yes					
Private Property	No					
Other	No					
<p>Opportunities / Recommendations:</p> <p> <input checked="" type="checkbox"/> Close <input type="checkbox"/> Limit* <input type="checkbox"/> Open* </p> <p> <input checked="" type="checkbox"/> Closed to all uses. </p> <p> <input checked="" type="checkbox"/> The route would be allowed to naturally reclaim. </p> <p> <input type="checkbox"/> The route would be restored (e.g. vertically mulched) at least to some extent (e.g. to the visual horizon). </p>						

*Over time, the use of this route may result in effects to some sensitive resources. In accordance with the U.S. Forest Service's Final Rule for off-highway vehicle use on Forest Service land issued in November 2005 (Title 36 of the Code of Federal Regulations Parts 212, 251, 261, and 295), agency management may need to revise the designation of this route (e.g., by utilizing adaptive management techniques, including monitoring and maintenance) in order to avoid, minimize or mitigate effects that may occur.

Other/Common Name: 30111

RC30111

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

<input type="checkbox"/> Principal Feeder/Trunk	<input type="checkbox"/> Connector	<input type="checkbox"/> Single Track	
<input checked="" type="checkbox"/> Other	<input type="checkbox"/> Loop	<input type="checkbox"/> Motorcycle Track	
	<input checked="" type="checkbox"/> Spur	<input type="checkbox"/> ATV Route	Length: 5.380812 miles
<input checked="" type="checkbox"/> Evidence of Construction: Graded		<input type="checkbox"/> Dual Track	Use Level: High
<input checked="" type="checkbox"/> Regularly Maintained		<input checked="" type="checkbox"/> Graded Track	Maint. # (if any)
<input type="checkbox"/> Infrequently Maintained			
<input type="checkbox"/> Maintained in Past			

Jurisdictions: BLM USFS State Military Private Other:

Additional Information: Suitable for passenger cars
 potential public forest service road

Maintenance Level: 3 - SUITABLE FOR PASSENGER CARS
 Township and Range: T.36S R.4W 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?	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
Lands / Special Uses	Route provides access to private or other agency land	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lands / Special Uses	There is an easement or legal right-of-way or alternative route available	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Range	Road accesses permittee camps, water developments, or other improvements	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Range	Necessary route, long term needed	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Utilities	Cell Site / Communication Site	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Utilities	Communication Site	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Utilities	Radio Facility	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Route provides access for future vegetation management projects	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Route specifically assists in fuels management	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Necessary route, possible haul route, long term needed	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wildland Fire	Route provides access to repeaters, weather stations, look-outs, etc	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wildland Fire	Route serves as a main access for firefighting	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wildland Fire	Route serves as an escape route for Wildland Urban Interface (could include cabins, campgrounds, etc)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wildland Fire	Accesses a lookout or helibase or a large geographic area; provides a level of safety to public or firefolks	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Special Resources

Might the continued use of this route impact State or Federal special status species or their habitat or cultural or any other specially-protected resources 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 or 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/plant 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.
Wilderness/Roadless	Not likely to be needed in foreseeable future
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
	Prairie Dog and Clarion Plant 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 a unique destination (i.e. overlook campsite, historical site)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Route provides a satisfying experience for its route type and setting (i.e. good scenery, picnic spots, overlooks, etc)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ATV Use	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Camping - Primitive	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Dispersed Camping Site	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Hunting	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Motorized Use Generally	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Vistas, Sightseeing, Photography	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
High use (summer or winter); part of summer loop route; part of designated winter 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: 30118

RC30118

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

- | | | | |
|--|------------------------------------|---|-------------------|
| <input type="checkbox"/> Principal Feeder/Trunk | <input type="checkbox"/> Connector | <input type="checkbox"/> Single Track | |
| <input type="checkbox"/> Other | <input type="checkbox"/> Loop | <input type="checkbox"/> Motorcycle Track | |
| | <input type="checkbox"/> Spur | <input type="checkbox"/> ATV Route | Length: |
| <input checked="" type="checkbox"/> Evidence of Construction: Graded in places | | <input type="checkbox"/> Dual Track | Use Level: |
| <input type="checkbox"/> Regularly Maintained | | <input type="checkbox"/> Graded Track | Maint. # (if any) |
| <input checked="" type="checkbox"/> Infrequently Maintained | | | |
| <input type="checkbox"/> Maintained in Past | | | |
- Jurisdictions: BLM USFS State Military Private Other:

Additional Information:

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES

Opportunities / Recommendations:

- | | | |
|--|---------------------------------|---|
| <input type="checkbox"/> Close | <input type="checkbox"/> Limit* | <input checked="" type="checkbox"/> Open* |
| <input checked="" type="checkbox"/> 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: 30121

RC30121

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

<input checked="" type="checkbox"/> Principal Feeder/Trunk	<input checked="" type="checkbox"/> Connector	<input type="checkbox"/> Single Track	
<input type="checkbox"/> Other	<input type="checkbox"/> Loop	<input type="checkbox"/> Motorcycle Track	
	<input type="checkbox"/> Spur	<input type="checkbox"/> ATV Route	Length: 33.23542 miles
<input checked="" type="checkbox"/> Evidence of Construction: Graded in places		<input checked="" type="checkbox"/> Dual Track	Use Level: High
<input type="checkbox"/> Regularly Maintained		<input type="checkbox"/> Graded Track	Maint. # (if any)
<input checked="" type="checkbox"/> Infrequently Maintained			
<input type="checkbox"/> Maintained in Past			

Jurisdictions: BLM USFS State Military Private Other:

Additional Information:

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
 Township and Range: T.35S R.4W S.30
 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?	Yes	
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		Primary	Secondary	Tertiary
Uses	Specifically			
Commercial Ranching Facility	Fence	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Commercial Ranching Facility	Pond, Reservoir	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Commercial Ranching Facility	Spring Head Works	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lands / Special Uses	Route provides access to private or other agency land	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lands / Special Uses	There is an easement or legal right-of-way or alternative route available	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Range	Road accesses permittee camps, water developments, or other improvements	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Range	Necessary route, long term needed			
Vegetation (Timber and Fuels) - Sales and Management	Route provides access for future vegetation management projects	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Route specifically assists in fuels management	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Necessary route, possible haul route, long term needed			
Wildland Fire	Route provides access to legal water sources	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wildland Fire	Route serves as a main access for firefighting	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wildland Fire	Route serves as an escape route for Wildland Urban Interface (could include cabins, campgrounds, etc)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wildland Fire	Accesses a lookout or helibase or a large geographic area; provides a level of safety to public or firefolks			

Special Resources		Yes
Might the continued use of this route impact State or Federal special status species or their habitat or cultural or any other specially-protected resources 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 or wetlands	
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/plant 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.	
Wilderness/Roadless	Not likely to be needed in foreseeable future	
Inventoried Roadless Area	In or Through Casto Bluff	
Streams and Lakes	Within 200' of Stream(s)	
Streams and Lakes	Stream Crossing Number of crossings: 12	
Wash	In	
Wash	Cross	
Wash	Proximate	
Soils	Route Subject to Erosion Concerns	
Elk (MIS)	High Summer Range	
Elk (MIS)	High Year-Long Range	
Goshawk (MIS) (TES)	In or Through Post Fledgling Area	
Mule Deer (MIS)	High Summer Range	
Mule Deer (MIS)	Limited Winter Range	
Raptors	Other	
Sage Grouse (TES)	Proximate to Brood Rearing Area (within 1 mile)	
Sage Grouse (TES)	In or Through Brood Rearing Area	
	Goshawk habitat	

Avoidance, Minimization or Mitigation of Impacts	Yes
Can the impacts to the above sensitive resources be avoided, minimized or mitigated?	Yes

Public Uses		Yes		
Does this route contribute to recreational opportunities, route network connectivity, public safety, or other public multi-use access opportunities enumerated in agency Organic laws?				
Public Use		Primary	Secondary	Tertiary
Route has a unique destination (i.e. overlook campsite, historical site)		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Route provides an opportunity for non-motorized recreation activities. Or could be converted to a trail.		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Route provides a satisfying experience for its route type and setting (i.e. good scenery, picnic spots, overlooks, etc)		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Route provides an opportunity to improve a trail system or other recreational activity		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ATV Use		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Dispersed Camping Site		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Equestrian		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Hiking		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Hunting		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Motorized Use Generally		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Mountain Biking		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
OHV Touring		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Rockhounding		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Vistas, Sightseeing, Photography		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wildlife Watching		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
High use (summer or winter); part of summer loop route; part of designated winter 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:		
<input type="checkbox"/> Close	<input type="checkbox"/> Limit*	<input checked="" type="checkbox"/> Open*
<input checked="" type="checkbox"/> Open to All Uses		
<input checked="" type="checkbox"/> 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: 30202

RC30202

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

<input checked="" type="checkbox"/> Principal Feeder/Trunk	<input checked="" type="checkbox"/> Connector	<input type="checkbox"/> Single Track	
<input type="checkbox"/> Other	<input type="checkbox"/> Loop	<input type="checkbox"/> Motorcycle Track	
	<input type="checkbox"/> Spur	<input type="checkbox"/> ATV Route	Length: 7.675604 miles
<input checked="" type="checkbox"/> Evidence of Construction: Graded in places		<input checked="" type="checkbox"/> Dual Track	Use Level: High
<input type="checkbox"/> Regularly Maintained		<input type="checkbox"/> Graded Track	Maint. # (if any)
<input checked="" type="checkbox"/> Infrequently Maintained			
<input type="checkbox"/> 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.35S R.4.5W S.17
 Trail Number (if any): 33002A

Official Right-of-Way or Officially-Recognized County or State Route	
Is the route an officially-recognized right-of-way or an officially recognized County or State route?	No

Other Access / Uses		
Does the route provide other commercial or administrative access / uses?		Yes
Does the route provide commercial, private property, or administrative access (e.g. via prescriptive or vested rights)?	Yes	
Is the route a regional route that serves more than one planning sub-region?	Yes	
Is the route a principal means of connectivity within a sub-region?	No	
Is the route officially recognized as part of a Federal planning document and is subject to maintenance?	No	

Access / Uses		Primary	Secondary	Tertiary
Uses	Specifically			
Commercial Ranching Facility	Cattleguard	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Commercial Ranching Facility	Fence	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lands / Special Uses	Route provides access to private or other agency land	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lands / Special Uses	There is an easement or legal right-of-way or alternative route available	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Private Property	Access	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Range	Road accesses permittee camps, water developments, or other improvements	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Range	Necessary route, long term needed			
Vegetation (Timber and Fuels) - Sales and Management	Route specifically assists in fuels management	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Not likely to be needed in foreseeable future			
Wildland Fire	Route serves as a main access for firefighting	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wildland Fire	Accesses a lookout or helibase or a large geographic area; provides a level of safety to public or firefolks			

Special Resources		Yes
Might the continued use of this route impact State or Federal special status species or their habitat or cultural or any other specially-protected resources 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 or wetlands	
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/plant 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.	
Wilderness/Roadless	Not likely to be needed in foreseeable future	
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	
Mule Deer (MIS)	High Winter Range	

Avoidance, Minimization or Mitigation of Impacts	Yes
Can the impacts to the above sensitive resources be avoided, minimized or mitigated?	Yes

Public Uses				
Does this route contribute to recreational 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 a unique destination (i.e. overlook campsite, historical site)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Route provides an opportunity for non-motorized recreation activities. Or could be converted to a trail.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Route provides a satisfying experience for its route type and setting (i.e. good scenery, picnic spots, overlooks, etc)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Route provides an opportunity to improve a trail system or other recreational activity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
ATV Use	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Camping - Primitive	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Dispersed Camping Site	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Equestrian	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Hunting	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Motorized Use Generally	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
OHV Touring	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Vistas, Sightseeing, Photography	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Wildlife Watching	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
High use (summer or winter); part of summer loop route; part of designated winter system; no alternate route to destination or area				

Route Redundancy		No
Can the commercial, private-property or public uses of this route be adequately met by another route that minimizes impacts to the sensitive resources identified above or that minimizes cumulative effects on various other resources?		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: 30279

RC30279

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

<input type="checkbox"/> Principal Feeder/Trunk	<input type="checkbox"/> Connector	<input type="checkbox"/> Single Track	
<input checked="" type="checkbox"/> Other	<input checked="" type="checkbox"/> Loop	<input type="checkbox"/> Motorcycle Track	
	<input checked="" type="checkbox"/> Spur	<input type="checkbox"/> ATV Route	Length: 0.994843 miles
<input checked="" type="checkbox"/> Evidence of Construction: Paved road		<input type="checkbox"/> Dual Track	Use Level: High
<input checked="" type="checkbox"/> Regularly Maintained		<input checked="" type="checkbox"/> Graded Track	Maint. # (if any)
<input type="checkbox"/> Infrequently Maintained			
<input type="checkbox"/> Maintained in Past			

Jurisdictions: BLM USFS State Military Private Other:

Additional Information:

Maintenance Level: 3 - SUITABLE FOR PASSENGER CARS
Township and Range: T.35S 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		Primary	Secondary	Tertiary
Uses	Specifically			
Administrative Uses	Administrative Site	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Campground			
Range	Not likely to be needed in foreseeable 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 (could include cabins, campgrounds, etc)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wildland Fire	Provides convenient access only			

Special Resources		Yes
Might the continued use of this route impact State or Federal special status species or their habitat or cultural or any other specially-protected resources 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 or wetlands	
Hydrology	None or 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/plant habitat or security	
Wildlife / Botany	Route has little/no impact on wildlife habitat and/or habitat effectiveness.	
Wilderness/Roadless	Not likely to be needed in foreseeable future	
Streams and Lakes	Within 200' of Stream(s)	
Streams and Lakes	Stream Crossing	
	Number of crossings: 3	
Wash	Cross	
Wash	Proximate	
Goshawk (MIS) (TES)	Habitat	
Mule Deer (MIS)	High Summer Range	
Raptors	Other	
Wild Turkey (MIS)	High Year-Long Range	
	Goshawk habitat	

Avoidance, Minimization or Mitigation of Impacts	Yes
Can the impacts to the above sensitive resources be avoided, minimized or mitigated?	Yes

Public Uses				
Does this route contribute to recreational 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 a unique destination (i.e. overlook campsite, historical site)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Route provides an opportunity for non-motorized recreation activities. Or could be converted to a trail.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Route provides a satisfying experience for its route type and setting (i.e. good scenery, picnic spots, overlooks, etc)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Route provides an opportunity to improve a trail system or other recreational activity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Camping - Developed	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Family Camp/ Group Camp	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Hiking	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Motorized Use Generally	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Mountain Biking	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Parking Area	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Parking Area / Trailhead	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Trailheads	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Vistas, Sightseeing, Photography	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
High use (summer or winter); part of summer loop route; part of designated winter system; no alternate route to destination or area				

Route Redundancy		No
Can the commercial, private-property or public uses of this route be adequately met by another route that minimizes impacts to the sensitive resources identified above or that minimizes cumulative effects on various other resources?		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: 30618

RC30618

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

- | | | | |
|--|---|--|------------------------|
| <input type="checkbox"/> Principal Feeder/Trunk | <input checked="" type="checkbox"/> Connector | <input type="checkbox"/> Single Track | |
| <input checked="" type="checkbox"/> Other | <input type="checkbox"/> Loop | <input type="checkbox"/> Motorcycle Track | |
| | <input checked="" type="checkbox"/> Spur | <input type="checkbox"/> ATV Route | Length: 2.670009 miles |
| <input checked="" type="checkbox"/> Evidence of Construction: Graded in places | | <input checked="" type="checkbox"/> Dual Track | Use Level: Medium |
| <input type="checkbox"/> Regularly Maintained | | <input type="checkbox"/> Graded Track | Maint. # (if any) |
| <input checked="" type="checkbox"/> Infrequently Maintained | | | |
| <input type="checkbox"/> Maintained in Past | | | |

Jurisdictions: BLM USFS State Military Private Other:

Additional Information:

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
 Township and Range: T.34S R.4.5W S.

Official Right-of-Way or Officially-Recognized County or State Route	
Is the route an officially-recognized right-of-way or an officially recognized County or State route?	No

Other Access / Uses	
Does the route provide other commercial or administrative access / uses?	Yes
Does the route provide commercial, private property, or administrative access (e.g. via prescriptive or vested rights)?	Yes
Is the route a regional route that serves more than one planning sub-region?	No
Is the route a principal means of connectivity within a sub-region?	No
Is the route officially recognized as part of a Federal planning document and is subject to maintenance?	No

Access / Uses		Primary	Secondary	Tertiary
Uses	Specifically			
Range	Not likely to be needed in foreseeable future			
Vegetation (Timber and Fuels) - Sales and Management	Route provides access for future vegetation management projects	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Necessary route, possible haul route, long term needed			
Wildland Fire	Route serves as a main access for firefighting	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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 or wetlands
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 has little/no impact on wildlife habitat and/or habitat effectiveness.
Wilderness/Roadless Inventoried Roadless Area	Not likely to be needed in foreseeable future In or Through Red Canyon North
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 5
Wash	In
Wash	Cross
Soils	Route Subject to Erosion Concerns
Goshawk (MIS) (TES)	In or Through Post Fledgling Area
Mule Deer (MIS)	High Winter Range

Avoidance, Minimization or Mitigation of Impacts

Can the impacts to the above sensitive resources be avoided, minimized or mitigated? **Yes**

Public Uses

Does this route contribute to recreational opportunities, route network connectivity, public safety, or other public multi-use access opportunities enumerated in agency Organic laws? **Yes**

Public Use	Primary	Secondary	Tertiary
Route provides an opportunity for non-motorized recreation activities. Or could be converted to a trail.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Route provides a satisfying experience for its route type and setting (i.e. good scenery, picnic spots, overlooks, etc)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Route provides an opportunity to improve a trail system or other recreational activity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ATV Use	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Hunting	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Motorized Use Generally	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Vistas, Sightseeing, Photography	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Wildlife Watching	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Closed or low current use; alternate route available to area			

Route Redundancy

Can the commercial, private-property or public uses of this route be adequately met by another route that minimizes impacts to the sensitive resources identified above or that minimizes cumulative effects on various other resources? **No**

The route is utilized for the following:

Commercial / Administrative	Yes
Private Property	No
Public Uses	Yes
Other	No

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: 30642

RC30642

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

- | | | | |
|--|---|--|------------------------|
| <input type="checkbox"/> Principal Feeder/Trunk | <input checked="" type="checkbox"/> Connector | <input type="checkbox"/> Single Track | |
| <input checked="" type="checkbox"/> Other | <input type="checkbox"/> Loop | <input type="checkbox"/> Motorcycle Track | |
| | <input type="checkbox"/> Spur | <input type="checkbox"/> ATV Route | Length: 1.658797 miles |
| <input checked="" type="checkbox"/> Evidence of Construction: Graded in places | | <input checked="" type="checkbox"/> Dual Track | Use Level: Medium |
| <input type="checkbox"/> Regularly Maintained | | <input type="checkbox"/> Graded Track | Maint. # (if any) |
| <input checked="" type="checkbox"/> Infrequently Maintained | | | |
| <input type="checkbox"/> 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.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?	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
Lands / Special Uses	Route provides access to private or other agency land	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lands / Special Uses	There is an easement or legal right-of-way or alternative route available	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Private Property	Access	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Range	Not likely to be needed in foreseeable future	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Utilities	Irrigation Canal	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Utilities	Other	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Irrigation easement	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Route provides access for future vegetation management projects	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Necessary route, possible haul route, long term needed	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wildland Fire	Route provides access to legal water sources	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wildland Fire	Route provides access to repeaters, weather stations, look-outs, etc	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wildland Fire	Route serves as a main access for firefighting	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wildland Fire	Route serves as an escape route for Wildland Urban Interface (could include cabins, campgrounds, etc)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wildland Fire	Accesses a lookout or helibase or a large geographic area; provides a level of safety to public or firefolks	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Special Resources

Might the continued use of this route impact State or Federal special status species or their habitat or cultural or any other specially-protected resources 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 or wetlands
Hydrology	None or Low risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife/plant habitat or security
Wildlife / Botany	Route has little/no impact on wildlife habitat and/or habitat effectiveness.
Wilderness/Roadless	Not likely to be needed in foreseeable future
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

Avoidance, Minimization or Mitigation of Impacts

Can the impacts to the above sensitive resources be avoided, minimized or mitigated? **Yes**

Public Uses

Does this route contribute to recreational 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 for non-motorized recreation activities. Or could be converted to a trail.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Route provides a satisfying experience for its route type and setting (i.e. good scenery, picnic spots, overlooks, etc)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Route provides an opportunity to improve a trail system or other recreational activity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ATV Use	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Hunting	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Motorized Use Generally	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Medium to heavy (summer or winter use); "unofficial routes" (not groomed)			

Route Redundancy

Can the commercial, private-property or public uses of this route be adequately met by another route that minimizes impacts to the sensitive resources identified above or that minimizes cumulative effects on various other resources? **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: 30643

RC30643

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

<input type="checkbox"/> Principal Feeder/Trunk	<input checked="" type="checkbox"/> Connector	<input type="checkbox"/> Single Track	
<input checked="" type="checkbox"/> Other	<input type="checkbox"/> Loop	<input type="checkbox"/> Motorcycle Track	
	<input type="checkbox"/> Spur	<input type="checkbox"/> ATV Route	Length: 2.877257 miles
<input checked="" type="checkbox"/> Evidence of Construction: Graded in places		<input checked="" type="checkbox"/> Dual Track	Use Level: Low
<input type="checkbox"/> Regularly Maintained		<input type="checkbox"/> Graded Track	Maint. # (if any)
<input checked="" type="checkbox"/> Infrequently Maintained			
<input type="checkbox"/> 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.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		Yes
Does the route provide other commercial or administrative access / uses?		
Does the route provide commercial, private property, or administrative access (e.g. via prescriptive or vested rights)?	Yes	
Is the route a regional route that serves more than one planning sub-region?	Yes	
Is the route a principal means of connectivity within a sub-region?	No	
Is the route officially recognized as part of a Federal planning document and is subject to maintenance?	No	

Access / Uses		Primary	Secondary	Tertiary
Uses	Specifically			
Commercial Ranching Facility	Fence	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Commercial Ranching Facility	Gate	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lands / Special Uses	Route provides access to private or other agency land	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Range	Not likely to be needed in foreseeable future			
Vegetation (Timber and Fuels) - Sales and Management	Not likely to be needed in foreseeable future			
Wildland Fire	Provides duplicate access or access to a small area			

Special Resources		Yes
<p>Might the continued use of this route impact State or Federal special status species or their habitat or cultural or any other specially-protected resources or objects identified by Agency planning documents, plan amendments or any other special area designations (e.g. National Monuments)?</p>		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 or wetlands	
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/plant habitat or security	
Wildlife / Botany	Close to meet big game habitat effectiveness road density standards within GA or to protect important TES/MIS habitat (eg. Nesting, breeding, roosting).	
Wilderness/Roadless	Not likely to be needed in foreseeable future	
Inventoried Roadless Area	In or Through Red Canyon South	
Streams and Lakes	Within 200' of Stream(s)	
Streams and Lakes	Stream Crossing Number of crossings: 11	
Wash	In	
Wash	Cross	
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)	

Avoidance, Minimization or Mitigation of Impacts	Yes
Can the impacts to the above sensitive resources be avoided, minimized or mitigated?	Yes

Public Uses		Yes		
Does this route contribute to recreational opportunities, route network connectivity, public safety, or other public multi-use access opportunities enumerated in agency Organic laws?				
Public Use		Primary	Secondary	Tertiary
Route provides an opportunity for non-motorized recreation activities. Or could be converted to a trail.		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ATV Use		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Hunting		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Motorized Use Generally		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Closed or low current use; alternate route available to area				

Route Redundancy		No
Can the commercial, private-property or public uses of this route be adequately met by another route that minimizes impacts to the sensitive resources identified above or that minimizes cumulative effects on various other resources?		No
The route is utilized for the following:		
Commercial / Administrative	Yes	
Private Property	No	
Public Uses	Yes	
Other	No	

Opportunities / Recommendations:		
<input type="checkbox"/> Close	<input type="checkbox"/> Limit*	<input checked="" type="checkbox"/> Open*
<input checked="" type="checkbox"/> 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: 30644

RC30644

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

- | | | | |
|---|--|---|-------------------------|
| <input type="checkbox"/> Principal Feeder/Trunk | <input type="checkbox"/> Connector | <input type="checkbox"/> Single Track | |
| <input checked="" type="checkbox"/> Other | <input type="checkbox"/> Loop | <input type="checkbox"/> Motorcycle Track | |
| | <input checked="" type="checkbox"/> Spur | <input type="checkbox"/> ATV Route | Length: 0.8461989 miles |
| <input type="checkbox"/> Evidence of Construction | | <input type="checkbox"/> Dual Track | Use Level: Non-Existent |
| <input type="checkbox"/> Regularly Maintained | | <input type="checkbox"/> Graded Track | Maint. # (if any) |
| <input type="checkbox"/> Infrequently Maintained | | | |
| <input type="checkbox"/> Maintained in Past | | | |

Jurisdictions: BLM USFS State Military Private Other:

Additional Information: This route is closed (Basic Custodial Care)

Maintenance Level: 1 - BASIC CUSTODIAL CARE (CLOSED)
Township and Range: T.35S 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?	No

Special Resources		Yes
Might the continued use of this route impact State or Federal special status species or their habitat or cultural or any other specially-protected resources or objects identified by Agency planning documents, plan amendments or any other special area designations (e.g. National Monuments)?		
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	Route is duplicated within 0.5 mile	
Engineering	Not likely to be needed in foreseeable future	
Hydrology	Route impacts channels, floodplains or wetlands	
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/plant habitat or security	
Wildlife / Botany	Close to meet big game habitat effectiveness road density standards within GA or to protect important TES/MIS habitat (eg. Nesting, breeding, roosting).	
Wilderness/Roadless	Not likely to be needed in foreseeable future	
Inventoried Roadless Area	In or Through Red Canyon South	
Streams and Lakes	Within 200' of Stream(s)	
Wash	In	
Wash	Proximate	
Mule Deer (MIS)	High Summer Range	
Sage Grouse (TES)	Proximate to Brood Rearing Area (within 1 mile)	

Avoidance, Minimization or Mitigation of Impacts		Yes
Can the impacts to the above sensitive resources be avoided, minimized or mitigated?		

Public Uses		No
Does this route contribute to recreational opportunities, route network connectivity, public safety, or other public multi-use access opportunities enumerated in agency Organic laws?		

Opportunities / Recommendations:

- Close Limit* Open*
- Closed to all uses.
- The route would be allowed to naturally reclaim.
 - The route would be restored (e.g. vertically mulched) at least to some extent (e.g. to the visual horizon).

*Over time, the use of this route may result in effects to some sensitive resources. In accordance with the U.S. Forest Service's Final Rule for off-highway vehicle use on Forest Service land issued in November 2005 (Title 36 of the Code of Federal Regulations Parts 212, 251, 261, and 295), agency management may need to revise the designation of this route (e.g., by utilizing adaptive management techniques, including monitoring and maintenance) in order to avoid, minimize or mitigate effects that may occur.

Other/Common Name: 30697

RC30697

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

<input type="checkbox"/> Principal Feeder/Trunk	<input checked="" type="checkbox"/> Connector	<input type="checkbox"/> Single Track	
<input checked="" type="checkbox"/> Other	<input type="checkbox"/> Loop	<input type="checkbox"/> Motorcycle Track	
	<input checked="" type="checkbox"/> Spur	<input type="checkbox"/> ATV Route	Length: 2.875716 miles
<input checked="" type="checkbox"/> Evidence of Construction: Graded in places		<input checked="" type="checkbox"/> Dual Track	Use Level: Medium
<input type="checkbox"/> Regularly Maintained		<input type="checkbox"/> Graded Track	Maint. # (if any)
<input checked="" type="checkbox"/> Infrequently Maintained			
<input type="checkbox"/> Maintained in Past			

Jurisdictions: BLM USFS State Military Private Other:

Additional Information:

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
 Township and Range: T.34S R.4.5W S.25
 Trail Number (if any): 33014

Official Right-of-Way or Officially-Recognized County or State Route	
Is the route an officially-recognized right-of-way or an officially recognized County or State route?	No

Other Access / Uses	
Does the route provide other commercial or administrative access / uses?	Yes
Does the route provide commercial, private property, or administrative access (e.g. via prescriptive or vested rights)?	Yes
Is the route a regional route that serves more than one planning sub-region?	No
Is the route a principal means of connectivity within a sub-region?	No
Is the route officially recognized as part of a Federal planning document and is subject to maintenance?	No

Access / Uses		Primary	Secondary	Tertiary
Uses	Specifically			
Range	Not likely to be needed in foreseeable future			
Vegetation (Timber and Fuels) - Sales and Management	Route provides access for future vegetation management projects	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Necessary route, possible haul route, long term needed			
Wildland Fire	Route serves as a main access for firefighting	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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 or Low risk to soil & water resources
Wildlife / Botany	Route has little/no impact on wildlife habitat and/or habitat effectiveness.
Wilderness/Roadless	Not likely to be needed in foreseeable future
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Winter Range

Avoidance, Minimization or Mitigation of Impacts	
Can the impacts to the above sensitive resources be avoided, minimized or mitigated?	Yes

Public Uses				
Does this route contribute to recreational opportunities, route network connectivity, public safety, or other public multi-use access opportunities enumerated in agency Organic laws?				Yes
Public Use	Primary	Secondary		
Route has a unique destination (i.e. overlook campsite, historical site)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Route provides a satisfying experience for its route type and setting (i.e. good scenery, picnic spots, overlooks, etc)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Route provides an opportunity to improve a trail system or other recreational activity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
ATV Use	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Equestrian	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Hunting	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Motorized Use Generally	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Vistas, Sightseeing, Photography	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Wildlife Watching	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Medium to heavy (summer or winter use); "unofficial routes" (not groomed)				

Route Redundancy		No
Can the commercial, private-property or public uses of this route be adequately met by another route that minimizes impacts to the sensitive resources identified above or that minimizes cumulative effects on various other resources?		
The route is utilized for the following:		
Commercial / Administrative	Yes	
Private Property	No	
Public Uses	Yes	
Other	No	

Opportunities / Recommendations:		
<input type="checkbox"/> Close	<input type="checkbox"/> Limit*	<input checked="" type="checkbox"/> Open*
<input checked="" type="checkbox"/> Open to All Uses		
<input checked="" type="checkbox"/> 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: 31143

RC31143

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

- | | | | |
|---|--|--|------------------------|
| <input type="checkbox"/> Principal Feeder/Trunk | <input type="checkbox"/> Connector | <input type="checkbox"/> Single Track | |
| <input checked="" type="checkbox"/> Other | <input type="checkbox"/> Loop | <input type="checkbox"/> Motorcycle Track | |
| | <input checked="" type="checkbox"/> Spur | <input type="checkbox"/> ATV Route | Length: 1.998894 miles |
| <input type="checkbox"/> Evidence of Construction | | <input checked="" type="checkbox"/> Dual Track | Use Level: |
| <input type="checkbox"/> Regularly Maintained | | <input type="checkbox"/> Graded Track | Maint. # (if any) |
| <input type="checkbox"/> Infrequently Maintained | | | |
| <input type="checkbox"/> Maintained in Past | | | |

Jurisdictions: BLM USFS State Military Private Other:

Additional Information: Route is currently closed (basic custodial care)

Maintenance Level: 1 - BASIC CUSTODIAL CARE (CLOSED)
Township and Range: T.35S 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
Range	Not likely to be needed in foreseeable future			
Vegetation (Timber and Fuels) - Sales and Management	Not likely to be needed in foreseeable future			
Wildland Fire	Provides duplicate access or access to a small area			

Special Resources		Yes
<p>Might the continued use of this route impact State or Federal special status species or their habitat or cultural or any other specially-protected resources or objects identified by Agency planning documents, plan amendments or any other special area designations (e.g. National Monuments)?</p>		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 likely to be needed in foreseeable future	
Hydrology	Route impacts channels, floodplains or wetlands	
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/plant 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.	
Wilderness/Roadless	Not likely to be needed in foreseeable future	
Inventoried Roadless Area	In or Through Red Canyon North	
Streams and Lakes	Within 200' of Stream(s)	
Streams and Lakes	Stream Crossing Number of crossings: 68	
Wash	In	
Soils	Route Subject to Erosion Concerns	
Goshawk (MIS) (TES)	Habitat	
Mule Deer (MIS)	High Winter Range	
Mule Deer (MIS)	Limited Winter Range	
Raptors	Other Goshawk and Claron Plant habitat	

Avoidance, Minimization or Mitigation of Impacts	Yes
Can the impacts to the above sensitive resources be avoided, minimized or mitigated?	Yes

Public Uses				Yes
Does this route contribute to recreational 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 for non-motorized recreation activities. Or could be converted to a trail.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Route provides a satisfying experience for its route type and setting (i.e. good scenery, picnic spots, overlooks, etc)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Route provides an opportunity to improve a trail system or other recreational activity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Hiking	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Mountain Biking	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Closed or low current use; alternate route available to area				

Route Redundancy	No
Can the commercial, private-property or public uses of this route be adequately met by another route that minimizes impacts to the sensitive resources identified above or that minimizes cumulative effects on various other resources?	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: 31144

RC31144

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

<input type="checkbox"/> Principal Feeder/Trunk	<input type="checkbox"/> Connector	<input type="checkbox"/> Single Track	
<input checked="" type="checkbox"/> Other	<input type="checkbox"/> Loop	<input type="checkbox"/> Motorcycle Track	
	<input checked="" type="checkbox"/> Spur	<input type="checkbox"/> ATV Route	Length: 0.3511043 miles
<input checked="" type="checkbox"/> Evidence of Construction: Graded in places		<input checked="" type="checkbox"/> Dual Track	Use Level: Medium
<input type="checkbox"/> Regularly Maintained		<input type="checkbox"/> Graded Track	Maint. # (if any)
<input checked="" type="checkbox"/> Infrequently Maintained			
<input type="checkbox"/> Maintained in Past			

Jurisdictions: BLM USFS State Military Private Other:

Additional Information:

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
Township and Range: T.35S 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		Yes
Does the route provide other commercial or administrative access / uses?		
Does the route provide commercial, private property, or administrative access (e.g. via prescriptive or vested rights)?	Yes	
Is the route a regional route that serves more than one planning sub-region?	No	
Is the route a principal means of connectivity within a sub-region?	No	
Is the route officially recognized as part of a Federal planning document and is subject to maintenance?	No	

Access / Uses		Primary	Secondary	Tertiary
Uses	Specifically			
Administrative Uses	Other	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Pump house for camp ground and visitor center.			
Range	Road accesses permittee camps, water developments, or other improvements	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Range	Not likely to be needed in foreseeable 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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wildland Fire	Provides convenient access only			

Special Resources		Yes
<p>Might the continued use of this route impact State or Federal special status species or their habitat or cultural or any other specially-protected resources or objects identified by Agency planning documents, plan amendments or any other special area designations (e.g. National Monuments)?</p>		
Resource/Concern	Specifically	
Engineering	Necessary road, long term needed	
Hydrology	None or 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/plant habitat or security	
Wildlife / Botany	Close to meet big game habitat effectiveness road density standards within GA or to protect important TES/MIS habitat (eg. Nesting, breeding, roosting).	
Wilderness/Roadless	Not likely to be needed in foreseeable future	
Streams and Lakes	Within 200' of Stream(s)	
Streams and Lakes	Stream Crossing	
	Number of crossings: 1	
Elk (MIS)	High Summer Range	
Goshawk (MIS) (TES)	Foraging	
Raptors	Other	
Sage Grouse (TES)	Proximate to Brood Rearing Area (within 1 mile)	
	Goshawk foraging area	

Avoidance, Minimization or Mitigation of Impacts	Yes
Can the impacts to the above sensitive resources be avoided, minimized or mitigated?	

Public Uses	No
Does this route contribute to recreational opportunities, route network connectivity, public safety, or other public multi-use access opportunities enumerated in agency Organic laws?	

Route Redundancy	No
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?	
The route is utilized for the following:	
Commercial / Administrative	Yes
Private Property	No
Other	No

Opportunities / Recommendations:		
<input type="checkbox"/> Close	<input checked="" type="checkbox"/> Limit*	<input type="checkbox"/> Open*
<input checked="" type="checkbox"/> Limits:		
<input checked="" type="checkbox"/> Limit User		
<input checked="" type="checkbox"/> Motorized Administrative use (including Federal, State and Local emergency regulatory enforcement and monitoring uses)		
<input type="checkbox"/> Ranching Allotment Permittee		
<input type="checkbox"/> Mining Permittee		
<input type="checkbox"/> Utility Right-of-Way / Permittee		
<input type="checkbox"/> Special Event Permittee		
<input type="checkbox"/> Other Permittee		
<input type="checkbox"/> 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: 31145

RC31145

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

<input type="checkbox"/> Principal Feeder/Trunk	<input checked="" type="checkbox"/> Connector	<input type="checkbox"/> Single Track	
<input checked="" type="checkbox"/> Other	<input type="checkbox"/> Loop	<input type="checkbox"/> Motorcycle Track	
	<input type="checkbox"/> Spur	<input type="checkbox"/> ATV Route	Length: 2.892835 miles
<input checked="" type="checkbox"/> Evidence of Construction: Graded in places		<input checked="" type="checkbox"/> Dual Track	Use Level: Medium
<input type="checkbox"/> Regularly Maintained		<input type="checkbox"/> Graded Track	Maint. # (if any)
<input checked="" type="checkbox"/> Infrequently Maintained			
<input type="checkbox"/> 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.5
 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		Yes
Does the route provide other commercial or administrative access / uses?		
Does the route provide commercial, private property, or administrative access (e.g. via prescriptive or vested rights)?	Yes	
Is the route a regional route that serves more than one planning sub-region?	Yes	
Is the route a principal means of connectivity within a sub-region?	No	
Is the route officially recognized as part of a Federal planning document and is subject to maintenance?	No	

Access / Uses		Primary	Secondary	Tertiary
Uses	Specifically			
Commercial Ranching Facility	Diversion Dam	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Commercial Ranching Facility	Fence	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lands / Special Uses	Route provides access to private or other agency land	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lands / Special Uses	There is an easement or legal right-of-way or alternative route available	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mining	Mineral Material Site	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Range	Road accesses permittee camps, water developments, or other improvements	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Range	Necessary route, long term needed			
Vegetation (Timber and Fuels) - Sales and Management	Route provides access for future vegetation management projects	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Route specifically assists in fuels management	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Necessary route, possible haul route, long term needed			
Wildland Fire	Route provides access to legal water sources	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wildland Fire	Route serves as a main access for firefighting	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wildland Fire	Route serves as an escape route for Wildland Urban Interface (could include cabins, campgrounds, etc)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wildland Fire	Accesses a lookout or helibase or a large geographic area; provides a level of safety to public or firefolks			

Special Resources		Yes
Might the continued use of this route impact State or Federal special status species or their habitat or cultural or any other specially-protected resources 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 or wetlands	
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 could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.	
Wilderness/Roadless Inventoried Roadless Area	Not likely to be needed in foreseeable future	
	In or Through	
	Red Canyon South	
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 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	

Avoidance, Minimization or Mitigation of Impacts		Yes
Can the impacts to the above sensitive resources be avoided, minimized or mitigated?		Yes

Public Uses		Yes		
Does this route contribute to recreational 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 for non-motorized recreation activities. Or could be converted to a trail.		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Route provides a satisfying experience for its route type and setting (i.e. good scenery, picnic spots, overlooks, etc)		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Route provides an opportunity to improve a trail system or other recreational activity		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Hunting		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Motorized Use Generally		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Medium to heavy (summer or winter use); "unofficial routes" (not groomed)				

Route Redundancy		No
Can the commercial, private-property or public uses of this route be adequately met by another route that minimizes impacts to the sensitive resources identified above or that minimizes cumulative effects on various other resources?		No
The route is utilized for the following:		
Commercial / Administrative		Yes
Private Property		No
Public Uses		Yes
Other		No

Opportunities / Recommendations:		
<input type="checkbox"/> Close	<input type="checkbox"/> Limit*	<input checked="" type="checkbox"/> Open*
<input checked="" type="checkbox"/> 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: 31145A

RC31145A

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

<input type="checkbox"/> Principal Feeder/Trunk	<input checked="" type="checkbox"/> Connector	<input type="checkbox"/> Single Track	
<input checked="" type="checkbox"/> Other	<input type="checkbox"/> Loop	<input type="checkbox"/> Motorcycle Track	
	<input type="checkbox"/> Spur	<input type="checkbox"/> ATV Route	Length: 0.9188061 miles
<input checked="" type="checkbox"/> Evidence of Construction: Graded in places		<input checked="" type="checkbox"/> Dual Track	Use Level: Medium
<input type="checkbox"/> Regularly Maintained		<input type="checkbox"/> Graded Track	Maint. # (if any)
<input checked="" type="checkbox"/> Infrequently Maintained			
<input type="checkbox"/> 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- not needed by the public

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
Township and Range: T.36S R.4.5W S.5
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?	Yes	
Is the route a principal means of connectivity within a sub-region?	No	
Is the route officially recognized as part of a Federal planning document and is subject to maintenance?	No	

Access / Uses		Primary	Secondary	Tertiary
Uses	Specifically			
Commercial Ranching Facility	Diversion Dam	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Commercial Ranching Facility	Fence	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lands / Special Uses	Route provides access to private or other agency land	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lands / Special Uses	There is an easement or legal right-of-way or alternative route available	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mining	Mineral Material Site	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Range	Road accesses permittee camps, water developments, or other improvements	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Range	Necessary route, long term needed			
Vegetation (Timber and Fuels) - Sales and Management	Route provides access for future vegetation management projects	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Route specifically assists in fuels management	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Necessary route, possible haul route, long term needed			
Wildland Fire	Route provides access to legal water sources	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wildland Fire	Route serves as a main access for firefighting	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wildland Fire	Route serves as an escape route for Wildland Urban Interface (could include cabins, campgrounds, etc)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wildland Fire	Accesses a lookout or helibase or a large geographic area; provides a level of safety to public or firefolks			

Special Resources		Yes
<p>Might the continued use of this route impact State or Federal special status species or their habitat or cultural or any other specially-protected resources or objects identified by Agency planning documents, plan amendments or any other special area designations (e.g. National Monuments)?</p>		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 or wetlands	
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 could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.	
Wilderness/Roadless	Not likely to be needed in foreseeable future	
Inventoried Roadless Area	In or Through	
	Red Canyon South	
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 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	

Avoidance, Minimization or Mitigation of Impacts		Yes
Can the impacts to the above sensitive resources be avoided, minimized or mitigated?		Yes

Public Uses

Does this route contribute to recreational 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 for non-motorized recreation activities. Or could be converted to a trail.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Route provides a satisfying experience for its route type and setting (i.e. good scenery, picnic spots, overlooks, etc)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Route provides an opportunity to improve a trail system or other recreational activity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Hunting	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Motorized Use Generally	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Medium to heavy (summer or winter use); "unofficial routes" (not groomed)			

Route Redundancy

Can the commercial, private-property or public uses of this route be adequately met by another route that minimizes impacts to the sensitive resources identified above or that minimizes cumulative effects on various other resources? **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: 31146

RC31146

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

<input type="checkbox"/> Principal Feeder/Trunk	<input checked="" type="checkbox"/> Connector	<input type="checkbox"/> Single Track	
<input checked="" type="checkbox"/> Other	<input type="checkbox"/> Loop	<input type="checkbox"/> Motorcycle Track	
	<input type="checkbox"/> Spur	<input type="checkbox"/> ATV Route	Length: 3.304586 miles
<input checked="" type="checkbox"/> Evidence of Construction: Graded in places		<input checked="" type="checkbox"/> Dual Track	Use Level: Low
<input type="checkbox"/> Regularly Maintained		<input type="checkbox"/> Graded Track	Maint. # (if any)
<input checked="" type="checkbox"/> Infrequently Maintained			
<input type="checkbox"/> Maintained in Past			

Jurisdictions: BLM USFS State Military Private Other:

Additional Information:

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
 Township and Range: T.36S 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?	Yes
Is the route a principal means of connectivity within a sub-region?	No
Is the route officially recognized as part of a Federal planning document and is subject to maintenance?	No

Access / Uses		Primary	Secondary	Tertiary
Uses	Specifically			
Commercial Ranching Facility	Fence	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Commercial Ranching Facility	Gate	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lands / Special Uses	Route provides access to private or other agency land	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Range	Not likely to be needed in foreseeable future			
Vegetation (Timber and Fuels) - Sales and Management	Route provides access for future vegetation management projects	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Route specifically assists in fuels management	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Not needed for 20-30 years but leave prism			
Wildland Fire	Route serves as a main access for firefighting	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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	Route impacts channels, floodplains or wetlands	
Hydrology	Route contributes to erosion or slope failure	
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.	
Inventoried Roadless Area	In or Through Red Canyon South	
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)	

Avoidance, Minimization or Mitigation of Impacts	
Can the impacts to the above sensitive resources be avoided, minimized or mitigated?	Yes

Public Uses			
Does this route contribute to recreational opportunities, route network connectivity, public safety, or other public multi-use access opportunities enumerated in agency Organic laws?			
Yes			
Public Use	Primary	Secondary	Tertiary
ATV Use	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Hunting	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Closed or low current use; alternate route available to area			

Route Redundancy		
Can the commercial, private-property or public uses of this route be adequately met by another route that minimizes impacts to the sensitive resources identified above or that minimizes cumulative effects on various other resources?		No
The route is utilized for the following:		
Commercial / Administrative		Yes
Private Property		No
Public Uses		Yes
Other		No

Opportunities / Recommendations:		
<input type="checkbox"/> Close	<input type="checkbox"/> Limit*	<input checked="" type="checkbox"/> Open*
<input checked="" type="checkbox"/> 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: 31147

RC31147

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

<input type="checkbox"/> Principal Feeder/Trunk	<input checked="" type="checkbox"/> Connector	<input type="checkbox"/> Single Track	
<input checked="" type="checkbox"/> Other	<input type="checkbox"/> Loop	<input type="checkbox"/> Motorcycle Track	
	<input type="checkbox"/> Spur	<input type="checkbox"/> ATV Route	Length: 0.4905869 miles
<input checked="" type="checkbox"/> Evidence of Construction: Graded in places		<input checked="" type="checkbox"/> Dual Track	Use Level: Medium
<input type="checkbox"/> Regularly Maintained		<input type="checkbox"/> Graded Track	Maint. # (if any)
<input checked="" type="checkbox"/> Infrequently Maintained			
<input type="checkbox"/> 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.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
Mining	Mineral Material Site	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Range	Not likely to be needed in foreseeable future			
Vegetation (Timber and Fuels) - Sales and Management	Not needed for 20-30 years but leave prism			
Wildland Fire	Provides duplicate access or access to a small area			

Special Resources		Yes
Might the continued use of this route impact State or Federal special status species or their habitat or cultural or any other specially-protected resources or objects identified by Agency planning documents, plan amendments or any other special area designations (e.g. National Monuments)?		
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 or Low 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.	
Wilderness/Roadless	Not likely to be needed in foreseeable future	
Inventoried Roadless Area	In or Through	
	Red Canyon South	
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
<hr/>		
Public Uses		
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
<hr/>		
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
<hr/>		
Opportunities / Recommendations:		
<input checked="" type="checkbox"/> Close	<input type="checkbox"/> Limit*	<input type="checkbox"/> Open*
<input checked="" type="checkbox"/> Closed to all uses.		
<input checked="" type="checkbox"/> The route would be allowed to naturally reclaim.		
<input type="checkbox"/> The route would be restored (e.g. vertically mulched) at least to some extent (e.g. to the visual horizon).		

*Over time, the use of this route may result in effects to some sensitive resources. In accordance with the U.S. Forest Service's Final Rule for off-highway vehicle use on Forest Service land issued in November 2005 (Title 36 of the Code of Federal Regulations Parts 212, 251, 261, and 295), agency management may need to revise the designation of this route (e.g., by utilizing adaptive management techniques, including monitoring and maintenance) in order to avoid, minimize or mitigate effects that may occur.

Other/Common Name: T34022

RCT34022

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

<input type="checkbox"/> Principal Feeder/Trunk	<input type="checkbox"/> Connector	<input type="checkbox"/> Single Track	
<input checked="" type="checkbox"/> Other	<input type="checkbox"/> Loop	<input type="checkbox"/> Motorcycle Track	
	<input type="checkbox"/> Spur	<input type="checkbox"/> ATV Route	Length: 3.599529 miles
<input type="checkbox"/> Evidence of Construction:		<input checked="" type="checkbox"/> Dual Track	Use Level: Medium
<input type="checkbox"/> Regularly Maintained		<input type="checkbox"/> Graded Track	Maint. # (if any)
<input type="checkbox"/> Infrequently Maintained			
<input type="checkbox"/> Maintained in Past			

Jurisdictions: BLM USFS State Military Private Other:

Additional Information: Casto Canyon ATV trail.

Proposal(s):

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

Official Right-of-Way or Officially-Recognized County or State Route	
Is the route an officially-recognized right-of-way or an officially recognized County or State route?	No

Other Access / Uses		
Does the route provide other commercial or administrative access / uses?		Yes
Does the route provide commercial, private property, or administrative access (e.g. via prescriptive or vested rights)?	Yes	
Is the route a regional route that serves more than one planning sub-region?	No	
Is the route a principal means of connectivity within a sub-region?	No	
Is the route officially recognized as part of a Federal planning document and is subject to maintenance?	No	

Access / Uses		Primary	Secondary	Tertiary
Uses	Specifically			
Range	Not likely to be needed in foreseeable future			
Vegetation (Timber and Fuels) - Sales and Management	Route provides access for future vegetation management projects	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Necessary route, possible haul route, long term needed			
Wildland Fire	Route serves as a main access for firefighting	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wildland Fire	Provides convenient access only			

Special Resources		Yes
<p>Might the continued use of this route impact State or Federal special status species or their habitat or cultural or any other specially-protected resources or objects identified by Agency planning documents, plan amendments or any other special area designations (e.g. National Monuments)?</p>		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 or wetlands	
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 has little/no impact on wildlife habitat and/or habitat effectiveness.	
Wilderness/Roadless	Not likely to be needed in foreseeable future	
Inventoried Roadless Area	In or Through	
	Red Canyon North	
Streams and Lakes	Within 200' of Stream(s)	
Streams and Lakes	Stream Crossing	
	Number of crossings: 5	
Wash	In	
Wash	Cross	
Soils	Route Subject to Erosion Concerns	
Goshawk (MIS) (TES)	In or Through Post Fledgling Area	
Mule Deer (MIS)	High Winter Range	

Avoidance, Minimization or Mitigation of Impacts	Yes
Can the impacts to the above sensitive resources be avoided, minimized or mitigated?	Yes

Public Uses				Yes
Does this route contribute to recreational 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 for non-motorized recreation activities. Or could be converted to a trail.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Route provides a satisfying experience for its route type and setting (i.e. good scenery, picnic spots, overlooks, etc)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Route provides an opportunity to improve a trail system or other recreational activity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
ATV Use	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Hunting	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Vistas, Sightseeing, Photography	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Wildlife Watching	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Closed or low current use; alternate route available to area				

Route Redundancy	No
Can the commercial, private-property or public uses of this route be adequately met by another route that minimizes impacts to the sensitive resources identified above or that minimizes cumulative effects on various other resources?	No
The route is utilized for the following:	
Commercial / Administrative	Yes
Private Property	No
Public Uses	Yes
Other	No

Opportunities / Recommendations:		
<input type="checkbox"/> Close	<input checked="" type="checkbox"/> Limit*	<input type="checkbox"/> Open*
<input checked="" type="checkbox"/> Limits:		
<input checked="" type="checkbox"/> Limit Mode of Transportation		
<input type="checkbox"/> Non-Motorized		<input type="checkbox"/> Stock High Clearance Vehicles (Trucks, SUVs)
<input type="checkbox"/> Non-Motorized and Non-Mechanical		<input type="checkbox"/> Stock 4-Wheel Drive Vehicles
<input type="checkbox"/> Pedestrian		<input type="checkbox"/> Stock 4-Wheel Drive / High Clearance Vehicles
<input checked="" type="checkbox"/> ATV		<input type="checkbox"/> Modified 4-Wheel Drive Vehicles
<input type="checkbox"/> Motorcycle		<input type="checkbox"/> Equestrian
<input type="checkbox"/> Single Track		<input type="checkbox"/> Mountain Bike
<input type="checkbox"/> 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: U31003

RCU31003

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

<input type="checkbox"/> Principal Feeder/Trunk	<input type="checkbox"/> Connector	<input type="checkbox"/> Single Track	Length: 0.7241501 miles Use Level: Low Maint. # (if any)
<input checked="" type="checkbox"/> Other	<input type="checkbox"/> Loop	<input type="checkbox"/> Motorcycle Track	
	<input checked="" type="checkbox"/> Spur	<input type="checkbox"/> ATV Route	
<input type="checkbox"/> Evidence of Construction		<input checked="" type="checkbox"/> Dual Track	
<input type="checkbox"/> Regularly Maintained		<input type="checkbox"/> Graded Track	
<input type="checkbox"/> Infrequently Maintained			
<input type="checkbox"/> Maintained in Past			

Jurisdictions: BLM USFS State Military Private Other:

Additional Information:

Maintenance Level: Unclassified

Official Right-of-Way or Officially-Recognized County or State Route	No
Is the route an officially-recognized right-of-way or an officially recognized County or State route?	

Other Access / Uses	Yes
Does the route provide other commercial or administrative access / uses?	
Does the route provide commercial, private property, or administrative access (e.g. via prescriptive or vested rights)?	Yes
Is the route a regional route that serves more than one planning sub-region?	No
Is the route a principal means of connectivity within a sub-region?	No
Is the route officially recognized as part of a Federal planning document and is subject to maintenance?	No

Access / Uses	Specifically	Primary	Secondary	Tertiary
Uses	Range			
Vegetation (Timber and Fuels) - Sales and Management	Not likely to be needed in foreseeable future Route provides access for future vegetation management projects	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Not needed for 20-30 years but leave prism			
Wildland Fire	Provides duplicate access or access to a small area			

Special Resources	Yes
Might the continued use of this route impact State or Federal special status species or their habitat or cultural or any other specially-protected resources or objects identified by Agency planning documents, plan amendments or any other special area designations (e.g. National Monuments)?	
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 or 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/plant habitat or security
Wildlife / Botany	Close to meet big game habitat effectiveness road density standards within GA or to protect important TES/MIS habitat (eg. Nesting, breeding, roosting).
Wilderness/Roadless	Not likely to be needed in foreseeable future
Elk (MIS)	High Summer Range

Avoidance, Minimization or Mitigation of Impacts	Yes
Can the impacts to the above sensitive resources be avoided, minimized or mitigated?	

Public Uses			
Does this route contribute to recreational opportunities, route network connectivity, public safety, or other public multi-use access opportunities enumerated in agency Organic laws?			Yes
Public Use	Primary	Secondary	Tertiary
ATV Use	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Hunting	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Motorized Use Generally	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Closed or low current use; alternate route available to area			

Route Redundancy		No
Can the commercial, private-property or public uses of this route be adequately met by another route that minimizes impacts to the sensitive resources identified above or that minimizes cumulative effects on various other resources?		
The route is utilized for the following:		
Commercial / Administrative	Yes	
Private Property	No	
Public Uses	Yes	
Other	No	

Opportunities / Recommendations:		
<input checked="" type="checkbox"/> Close	<input type="checkbox"/> Limit*	<input type="checkbox"/> Open*
<input checked="" type="checkbox"/> Closed to all uses.		
<input checked="" type="checkbox"/> The route would be allowed to naturally reclaim.		
<input type="checkbox"/> The route would be restored (e.g. vertically mulched) at least to some extent (e.g. to the visual horizon).		

*Over time, the use of this route may result in effects to some sensitive resources. In accordance with the U.S. Forest Service's Final Rule for off-highway vehicle use on Forest Service land issued in November 2005 (Title 36 of the Code of Federal Regulations Parts 212, 251, 261, and 295), agency management may need to revise the designation of this route (e.g., by utilizing adaptive management techniques, including monitoring and maintenance) in order to avoid, minimize or mitigate effects that may occur.

Other/Common Name: U31246

RCU31246

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

- | | | | |
|---|--|--|--|
| <input type="checkbox"/> Principal Feeder/Trunk | <input type="checkbox"/> Connector | <input type="checkbox"/> Single Track | Length:
Use Level: Low
Maint. # (if any) |
| <input checked="" type="checkbox"/> Other | <input type="checkbox"/> Loop | <input type="checkbox"/> Motorcycle Track | |
| | <input checked="" type="checkbox"/> Spur | <input type="checkbox"/> ATV Route | |
| <input type="checkbox"/> Evidence of Construction | | <input checked="" type="checkbox"/> Dual Track | |
| <input type="checkbox"/> Regularly Maintained | | <input type="checkbox"/> Graded Track | |
| <input type="checkbox"/> Infrequently Maintained | | | |
| <input type="checkbox"/> Maintained in Past | | | |

Jurisdictions: BLM USFS State Military Private Other:

Additional Information:

Maintenance Level: Unclassified

Official Right-of-Way or Officially-Recognized County or State Route	
Is the route an officially-recognized right-of-way or an officially recognized County or State route?	No

Other Access / Uses	
Does the route provide other commercial or administrative access / uses?	Yes
Does the route provide commercial, private property, or administrative access (e.g. via prescriptive or vested rights)?	Yes
Is the route a regional route that serves more than one planning sub-region?	No
Is the route a principal means of connectivity within a sub-region?	No
Is the route officially recognized as part of a Federal planning document and is subject to maintenance?	No

Access / Uses		Primary	Secondary	Tertiary
Uses	Specifically			
Range	Not likely to be needed in foreseeable future			
Vegetation (Timber and Fuels) - Sales and Management	Not likely to be needed in foreseeable future			
Wildland Fire	Provides duplicate access or access to a small area			

Special Resources	
Might the continued use of this route impact State or Federal special status species or their habitat or cultural or any other specially-protected resources or objects identified by Agency planning documents, plan amendments or any other special area designations (e.g. National Monuments)?	Yes
Resource/Concern	Specifically
Engineering	The route is substantially brushed in, in very poor condition or a particular burden for maintenance
Engineering	Route is duplicated within 0.5 mile
Engineering	Not likely to be needed in foreseeable future
Hydrology	Route 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/plant habitat or security
Wildlife / Botany	Close to meet big game habitat effectiveness road density standards within GA or to protect important TES/MIS habitat (eg. Nesting, breeding, roosting).
Wilderness/Roadless	Not likely to be needed in foreseeable future
Streams and Lakes	Within 200' of Stream(s)
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Winter 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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Camping - Primitive	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Dispersed Camping Site	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Hunting	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Motorized Use Generally	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Closed or low current use; alternate route available to area			

Route Redundancy		No
Can the commercial, private-property or public uses of this route be adequately met by another route that minimizes impacts to the sensitive resources identified above or that minimizes cumulative effects on various other resources?		
The route is utilized for the following:		
Commercial / Administrative	Yes	
Private Property	No	
Public Uses	Yes	
Other	No	

Opportunities / Recommendations:		
<input checked="" type="checkbox"/> Close	<input type="checkbox"/> Limit*	<input type="checkbox"/> Open*
<input checked="" type="checkbox"/> Closed to all uses.		
<input checked="" type="checkbox"/> The route would be allowed to naturally reclaim.		
<input type="checkbox"/> The route would be restored (e.g. vertically mulched) at least to some extent (e.g. to the visual horizon).		

*Over time, the use of this route may result in effects to some sensitive resources. In accordance with the U.S. Forest Service's Final Rule for off-highway vehicle use on Forest Service land issued in November 2005 (Title 36 of the Code of Federal Regulations Parts 212, 251, 261, and 295), agency management may need to revise the designation of this route (e.g., by utilizing adaptive management techniques, including monitoring and maintenance) in order to avoid, minimize or mitigate effects that may occur.

Other/Common Name: U31247

RCU31247

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

- | | | | |
|---|--|--|------------------------|
| <input type="checkbox"/> Principal Feeder/Trunk | <input type="checkbox"/> Connector | <input type="checkbox"/> Single Track | Length: 1.609945 miles |
| <input checked="" type="checkbox"/> Other | <input type="checkbox"/> Loop | <input type="checkbox"/> Motorcycle Track | |
| | <input checked="" type="checkbox"/> Spur | <input type="checkbox"/> ATV Route | |
| <input type="checkbox"/> Evidence of Construction | | <input checked="" type="checkbox"/> Dual Track | Use Level: Low |
| <input type="checkbox"/> Regularly Maintained | | <input type="checkbox"/> Graded Track | Maint. # (if any) |
| <input type="checkbox"/> Infrequently Maintained | | | |
| <input type="checkbox"/> Maintained in Past | | | |

Jurisdictions: BLM USFS State Military Private Other:

Additional Information:

Maintenance Level: Unclassified

Official Right-of-Way or Officially-Recognized County or State Route	
Is the route an officially-recognized right-of-way or an officially recognized County or State route?	No

Other Access / Uses	
Does the route provide other commercial or administrative access / uses?	Yes
Does the route provide commercial, private property, or administrative access (e.g. via prescriptive or vested rights)?	Yes
Is the route a regional route that serves more than one planning sub-region?	No
Is the route a principal means of connectivity within a sub-region?	No
Is 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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Commercial Ranching Facility Range	Pond, Reservoir	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Not likely to be needed in foreseeable future			
Wildland Fire	Not likely to be needed in foreseeable future			
	Provides duplicate access or access to a small area			

Other/Common Name: U31304

RCU31304

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

Principal Feeder/Trunk
 Other

Connector
 Loop
 Spur

Single Track
 Motorcycle Track
 ATV Route
 Dual Track
 Graded Track

Length:
Use 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 spans more than one geographic area. See also MDU31304.

Maintenance Level: Unclassified

Official Right-of-Way or Officially-Recognized County or State Route

Is the route an officially-recognized right-of-way or an officially recognized County or State route?

No

Other Access / Uses

Does the route provide other commercial or administrative access / uses?

Yes

Does the route provide commercial, private property, or administrative access (e.g. via prescriptive or vested rights)?

Yes

Is the route a regional route that serves more than one planning sub-region?

No

Is the route a principal means of connectivity within a sub-region?

No

Is the route officially recognized as part of a Federal planning document and is subject to maintenance?

No

Access / Uses

Uses

Commercial Ranching Facility
Range
Vegetation (Timber and Fuels) - Sales and Management
Wildland Fire

Specifically

Pond, Reservoir
Not likely to be needed in foreseeable future
Not likely to be needed in foreseeable future

Provides duplicate access or access to a small area

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
Engineering	The route is substantially brushed in, in very poor condition or a particular burden for maintenance
Engineering	Route is duplicated within 0.5 mile
Engineering	Not likely to be needed in foreseeable future
Hydrology	Route contributes to erosion or slope failure
Wildlife / Botany	Route encroaches on a sensitive area or impact TES/MIS species
Wildlife / Botany	Route impacts specific wildlife/plant habitat or security
Wildlife / Botany	Close to meet big game habitat effectiveness road density standards within GA or to protect important TES/MIS habitat (eg. Nesting, breeding, roosting).
Wilderness/Roadless	Not likely to be needed in foreseeable future
Streams and Lakes	Within 200' of Stream(s)
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 Year-Long 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	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Hunting	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Closed or low current use; alternate route available to area

Route Redundancy

Can the commercial, private-property or public uses of this route be adequately met by another route that minimizes impacts to the sensitive resources identified above or that minimizes cumulative effects on various other resources? **No**

The route is utilized for the following:

Commercial / Administrative	Yes
Private Property	No
Public Uses	Yes
Other	No

Opportunities / Recommendations:

Close Limit* Open*

Closed to all uses.

The route would be allowed to naturally reclaim.

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

*Over time, the use of this route may result in effects to some sensitive resources. In accordance with the U.S. Forest Service's Final Rule for off-highway vehicle use on Forest Service land issued in November 2005 (Title 36 of the Code of Federal Regulations Parts 212, 251, 261, and 295), agency management may need to revise the designation of this route (e.g., by utilizing adaptive management techniques, including monitoring and maintenance) in order to avoid, minimize or mitigate effects that may occur.

Other/Common Name: U31315

RCU31315

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

<input type="checkbox"/> Principal Feeder/Trunk	<input type="checkbox"/> Connector	<input type="checkbox"/> Single Track	
<input checked="" type="checkbox"/> Other	<input type="checkbox"/> Loop	<input type="checkbox"/> Motorcycle Track	
	<input checked="" type="checkbox"/> Spur	<input type="checkbox"/> ATV Route	Length: 1.335705 miles
<input type="checkbox"/> Evidence of Construction		<input checked="" type="checkbox"/> Dual Track	Use Level: Low
<input type="checkbox"/> Regularly Maintained		<input type="checkbox"/> Graded Track	Maint. # (if any)
<input type="checkbox"/> Infrequently Maintained			
<input type="checkbox"/> Maintained in Past			

Jurisdictions: BLM USFS State Military Private Other:

Additional Information:

Maintenance Level: Unclassified

Official Right-of-Way or Officially-Recognized County or State Route	
Is the route an officially-recognized right-of-way or an officially recognized County or State route?	No

Other Access / Uses	
Does the route provide other commercial or administrative access / uses?	Yes
Does the route provide commercial, private property, or administrative access (e.g. via prescriptive or vested rights)?	Yes
Is the route a regional route that serves more than one planning sub-region?	No
Is the route a principal means of connectivity within a sub-region?	No
Is 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 Range	Fence	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Not likely to be needed in foreseeable future			
Wildland Fire	Not likely to be needed in foreseeable future			
	Provides duplicate access or access to a small area			

Special Resources		
Might the continued use of this route impact State or Federal special status species or their habitat or cultural or any other specially-protected resources 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	Route contributes to erosion or slope failure	
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/plant habitat or security	
Wildlife / Botany	Close to meet big game habitat effectiveness road density standards within GA or to protect important TES/MIS habitat (eg. Nesting, breeding, roosting).	
Wilderness/Roadless	Not likely to be needed in foreseeable future	
Antelope	High Year-Long Range	
Mule Deer (MIS)	High Winter Range	

Avoidance, Minimization or Mitigation of Impacts	
Can the impacts to the above sensitive resources be avoided, minimized or mitigated?	Yes

Public Uses			
Does this route contribute to recreational opportunities, route network connectivity, public safety, or other public multi-use access opportunities enumerated in agency Organic laws?			Yes
Public Use	Primary	Secondary	Tertiary
ATV Use	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Closed or low current use; alternate route available to area			

Route Redundancy		No
Can the commercial, private-property or public uses of this route be adequately met by another route that minimizes impacts to the sensitive resources identified above or that minimizes cumulative effects on various other resources?		
The route is utilized for the following:		
Commercial / Administrative	Yes	
Private Property	No	
Public Uses	No	
Other	No	

Opportunities / Recommendations:		
<input checked="" type="checkbox"/> Close	<input type="checkbox"/> Limit*	<input type="checkbox"/> Open*
<input checked="" type="checkbox"/> Closed to all uses.		
<input type="checkbox"/> The route would be allowed to naturally reclaim.		
<input checked="" type="checkbox"/> The route would be restored (e.g. vertically mulched) at least to some extent (e.g. to the visual horizon).		
Repair fence		

*Over time, the use of this route may result in effects to some sensitive resources. In accordance with the U.S. Forest Service's Final Rule for off-highway vehicle use on Forest Service land issued in November 2005 (Title 36 of the Code of Federal Regulations Parts 212, 251, 261, and 295), agency management may need to revise the designation of this route (e.g., by utilizing adaptive management techniques, including monitoring and maintenance) in order to avoid, minimize or mitigate effects that may occur.

Other/Common Name: U31500

RCU31500

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

- | | | | |
|---|--|--|-------------------------|
| <input type="checkbox"/> Principal Feeder/Trunk | <input type="checkbox"/> Connector | <input type="checkbox"/> Single Track | |
| <input checked="" type="checkbox"/> Other | <input type="checkbox"/> Loop | <input type="checkbox"/> Motorcycle Track | |
| | <input checked="" type="checkbox"/> Spur | <input type="checkbox"/> ATV Route | Length: 0.1431826 miles |
| <input type="checkbox"/> Evidence of Construction | | <input checked="" type="checkbox"/> Dual Track | Use Level: Low |
| <input type="checkbox"/> Regularly Maintained | | <input type="checkbox"/> Graded Track | Maint. # (if any) |
| <input type="checkbox"/> Infrequently Maintained | | | |
| <input type="checkbox"/> Maintained in Past | | | |

Jurisdictions: BLM USFS State Military Private Other:

Additional Information:

Maintenance Level: Unclassified

Official Right-of-Way or Officially-Recognized County or State Route
 Is the route an officially-recognized right-of-way or an officially recognized County or State route? **No**

Other Access / Uses
 Does the route provide other commercial or administrative access / uses? **Yes**
 Does the route provide commercial, private property, or administrative access (e.g. via prescriptive or vested rights)? Yes
 Is the route a regional route that serves more than one planning sub-region? No
 Is the route a principal means of connectivity within a sub-region? No
 Is the route officially recognized as part of a Federal planning document and is subject to maintenance? No

Access / Uses		Primary	Secondary	Tertiary
Uses	Specifically			
Range	Not likely to be needed in foreseeable future			
Vegetation (Timber and Fuels) - Sales and Management	Not likely to be needed in foreseeable future			
Wildland Fire	Provides duplicate access or access to a small area			

Special Resources **Yes**
 Might the continued use of this route impact State or Federal special status species or their habitat or cultural or any other specially-protected resources or objects identified by Agency planning documents, plan amendments or any other special area designations (e.g. National Monuments)?

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 or 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/plant habitat or security
Wildlife / Botany	Close to meet big game habitat effectiveness road density standards within GA or to protect important TES/MIS habitat (eg. Nesting, breeding, roosting).
Wilderness/Roadless	Not likely to be needed in foreseeable future
Mule Deer (MIS)	High Winter Range

Avoidance, Minimization or Mitigation of Impacts
 Can the impacts to the above sensitive resources be avoided, minimized or mitigated? **Yes**

Public Uses			
Does this route contribute to recreational opportunities, route network connectivity, public safety, or other public multi-use access opportunities enumerated in agency Organic laws?			Yes
Public Use	Primary	Secondary	Tertiary
ATV Use	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Hunting	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Motorized Use Generally	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Closed or low current use; alternate route available to area			

Route Redundancy		No
Can the commercial, private-property or public uses of this route be adequately met by another route that minimizes impacts to the sensitive resources identified above or that minimizes cumulative effects on various other resources?		
The route is utilized for the following:		
Commercial / Administrative		No
Private Property		No
Public Uses		Yes
Other		No

Opportunities / Recommendations:		
<input checked="" type="checkbox"/> Close	<input type="checkbox"/> Limit*	<input type="checkbox"/> Open*
<input checked="" type="checkbox"/> Closed to all uses.		
<input checked="" type="checkbox"/> The route would be allowed to naturally reclaim.		
<input type="checkbox"/> The route would be restored (e.g. vertically mulched) at least to some extent (e.g. to the visual horizon).		

*Over time, the use of this route may result in effects to some sensitive resources. In accordance with the U.S. Forest Service's Final Rule for off-highway vehicle use on Forest Service land issued in November 2005 (Title 36 of the Code of Federal Regulations Parts 212, 251, 261, and 295), agency management may need to revise the designation of this route (e.g., by utilizing adaptive management techniques, including monitoring and maintenance) in order to avoid, minimize or mitigate effects that may occur.

Other/Common Name: U31501

RCU31501

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

<input type="checkbox"/> Principal Feeder/Trunk	<input type="checkbox"/> Connector	<input type="checkbox"/> Single Track	Length: 0.3394998 miles
<input checked="" type="checkbox"/> Other	<input type="checkbox"/> Loop	<input type="checkbox"/> Motorcycle Track	
<input type="checkbox"/> Evidence of Construction	<input checked="" type="checkbox"/> Spur	<input type="checkbox"/> ATV Route	Use Level: Low
<input type="checkbox"/> Regularly Maintained		<input checked="" type="checkbox"/> Dual Track	Maint. # (if any)
<input type="checkbox"/> Infrequently Maintained		<input type="checkbox"/> Graded Track	
<input type="checkbox"/> Maintained in Past			

Jurisdictions: BLM USFS State Military Private Other:

Additional Information:

Maintenance Level: Unclassified

Official Right-of-Way or Officially-Recognized County or State Route	
Is the route an officially-recognized right-of-way or an officially recognized County or State route?	No

Other Access / Uses		
Does the route provide other commercial or administrative access / uses?		Yes
Does the route provide commercial, private property, or administrative access (e.g. via prescriptive or vested rights)?	Yes	
Is the route a regional route that serves more than one planning sub-region?	No	
Is the route a principal means of connectivity within a sub-region?	No	
Is the route officially recognized as part of a Federal planning document and is subject to maintenance?	No	

Access / Uses		Primary	Secondary	Tertiary
Uses	Specifically			
Range	Not likely to be needed in foreseeable future			
Vegetation (Timber and Fuels) - Sales and Management	Not likely to be needed in foreseeable future			
Wildland Fire	Provides duplicate access or access to a small area			

Special Resources		Yes
Might the continued use of this route impact State or Federal special status species or their habitat or cultural or any other specially-protected resources or objects identified by Agency planning documents, plan amendments or any other special area designations (e.g. National Monuments)?		
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 or 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/plant habitat or security	
Wildlife / Botany	Close to meet big game habitat effectiveness road density standards within GA or to protect important TES/MIS habitat (eg. Nesting, breeding, roosting).	
Wilderness/Roadless	Not likely to be needed in foreseeable future	
Elk (MIS)	High Summer Range	
Mule Deer (MIS)	High Winter Range	

Avoidance, Minimization or Mitigation of Impacts		Yes
Can the impacts to the above sensitive resources be avoided, minimized or mitigated?		

Public Uses			
Does this route contribute to recreational opportunities, route network connectivity, public safety, or other public multi-use access opportunities enumerated in agency Organic laws?			Yes
Public Use	Primary	Secondary	Tertiary
ATV Use	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Hunting	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Motorized Use Generally	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Closed or low current use; alternate route available to area			

Route Redundancy		No
Can the commercial, private-property or public uses of this route be adequately met by another route that minimizes impacts to the sensitive resources identified above or that minimizes cumulative effects on various other resources?		
The route is utilized for the following:		
Commercial / Administrative		No
Private Property		No
Public Uses		Yes
Other		No

Route Redundancy		No
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?		
The route is utilized for the following:		
Commercial / Administrative		Yes
Private Property		No
Other		No

Opportunities / Recommendations:		
<input checked="" type="checkbox"/> Close	<input type="checkbox"/> Limit*	<input type="checkbox"/> Open*
<input checked="" type="checkbox"/> Closed to all uses.		
<input checked="" type="checkbox"/> The route would be allowed to naturally reclaim.		
<input type="checkbox"/> The route would be restored (e.g. vertically mulched) at least to some extent (e.g. to the visual horizon).		

*Over time, the use of this route may result in effects to some sensitive resources. In accordance with the U.S. Forest Service's Final Rule for off-highway vehicle use on Forest Service land issued in November 2005 (Title 36 of the Code of Federal Regulations Parts 212, 251, 261, and 295), agency management may need to revise the designation of this route (e.g., by utilizing adaptive management techniques, including monitoring and maintenance) in order to avoid, minimize or mitigate effects that may occur.

Other/Common Name: U31502

RCU31502

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

<input type="checkbox"/> Principal Feeder/Trunk	<input type="checkbox"/> Connector	<input type="checkbox"/> Single Track	Length: 0.2763232 miles
<input checked="" type="checkbox"/> Other	<input type="checkbox"/> Loop	<input type="checkbox"/> Motorcycle Track	
<input type="checkbox"/> Evidence of Construction	<input checked="" type="checkbox"/> Spur	<input type="checkbox"/> ATV Route	Use Level: Low
<input type="checkbox"/> Regularly Maintained		<input checked="" type="checkbox"/> Dual Track	Maint. # (if any)
<input type="checkbox"/> Infrequently Maintained		<input type="checkbox"/> Graded Track	
<input type="checkbox"/> Maintained in Past			

Jurisdictions: BLM USFS State Military Private Other:

Additional Information:

Maintenance Level: Unclassified

Official Right-of-Way or Officially-Recognized County or State Route	
Is the route an officially-recognized right-of-way or an officially recognized County or State route?	No

Other Access / Uses		
Does the route provide other commercial or administrative access / uses?		Yes
Does the route provide commercial, private property, or administrative access (e.g. via prescriptive or vested rights)?	Yes	
Is the route a regional route that serves more than one planning sub-region?	No	
Is the route a principal means of connectivity within a sub-region?	No	
Is the route officially recognized as part of a Federal planning document and is subject to maintenance?	No	

Access / Uses		Primary	Secondary	Tertiary
Uses	Specifically			
Range	Not likely to be needed in foreseeable future			
Vegetation (Timber and Fuels) - Sales and Management	Not likely to be needed in foreseeable future			
Wildland Fire	Provides duplicate access or access to a small area			

Special Resources		Yes
Might the continued use of this route impact State or Federal special status species or their habitat or cultural or any other specially-protected resources or objects identified by Agency planning documents, plan amendments or any other special area designations (e.g. National Monuments)?		
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 or 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/plant habitat or security	
Wildlife / Botany	Close to meet big game habitat effectiveness road density standards within GA or to protect important TES/MIS habitat (eg. Nesting, breeding, roosting).	
Wilderness/Roadless	Not likely to be needed in foreseeable future	
Route Proliferation Area	In or Through	
Elk (MIS)	High Summer Range	
Mule Deer (MIS)	High Winter Range	

Avoidance, Minimization or Mitigation of Impacts		Yes
Can the impacts to the above sensitive resources be avoided, minimized or mitigated?		

Public Uses			
Does this route contribute to recreational opportunities, route network connectivity, public safety, or other public multi-use access opportunities enumerated in agency Organic laws?			Yes
Public Use	Primary	Secondary	Tertiary
ATV Use	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Hunting	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Motorized Use Generally	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Closed or low current use; alternate route available to area			

Route Redundancy		No
Can the commercial, private-property or public uses of this route be adequately met by another route that minimizes impacts to the sensitive resources identified above or that minimizes cumulative effects on various other resources?		
The route is utilized for the following:		
Commercial / Administrative		No
Private Property		No
Public Uses		Yes
Other		No

Route Redundancy		No
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?		
The route is utilized for the following:		
Commercial / Administrative		Yes
Private Property		No
Other		No

Opportunities / Recommendations:		
<input checked="" type="checkbox"/> Close	<input type="checkbox"/> Limit*	<input type="checkbox"/> Open*
<input checked="" type="checkbox"/> Closed to all uses.		
<input checked="" type="checkbox"/> The route would be allowed to naturally reclaim.		
<input type="checkbox"/> The route would be restored (e.g. vertically mulched) at least to some extent (e.g. to the visual horizon).		

*Over time, the use of this route may result in effects to some sensitive resources. In accordance with the U.S. Forest Service's Final Rule for off-highway vehicle use on Forest Service land issued in November 2005 (Title 36 of the Code of Federal Regulations Parts 212, 251, 261, and 295), agency management may need to revise the designation of this route (e.g., by utilizing adaptive management techniques, including monitoring and maintenance) in order to avoid, minimize or mitigate effects that may occur.

Other/Common Name: U31503

RCU31503

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

<input type="checkbox"/> Principal Feeder/Trunk	<input type="checkbox"/> Connector	<input type="checkbox"/> Single Track	Length: 0.3602257 miles Use Level: Low Maint. # (if any)
<input checked="" type="checkbox"/> Other	<input type="checkbox"/> Loop	<input type="checkbox"/> Motorcycle Track	
	<input checked="" type="checkbox"/> Spur	<input type="checkbox"/> ATV Route	
<input type="checkbox"/> Evidence of Construction		<input checked="" type="checkbox"/> Dual Track	
<input type="checkbox"/> Regularly Maintained		<input type="checkbox"/> Graded Track	
<input type="checkbox"/> Infrequently Maintained			
<input type="checkbox"/> Maintained in Past			

Jurisdictions: BLM USFS State Military Private Other:

Additional Information:

Maintenance Level: Unclassified

Official Right-of-Way or Officially-Recognized County or State Route	No
Is the route an officially-recognized right-of-way or an officially recognized County or State route?	

Other Access / Uses	Yes
Does the route provide other commercial or administrative access / uses?	
Does the route provide commercial, private property, or administrative access (e.g. via prescriptive or vested rights)?	Yes
Is the route a regional route that serves more than one planning sub-region?	No
Is the route a principal means of connectivity within a sub-region?	No
Is 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	Not likely to be needed in foreseeable future			
Vegetation (Timber and Fuels) - Sales and Management	Not likely to be needed in foreseeable future			
Wildland Fire	Provides duplicate access or access to a small area			

Special Resources		Yes
Might the continued use of this route impact State or Federal special status species or their habitat or cultural or any other specially-protected resources or objects identified by Agency planning documents, plan amendments or any other special area designations (e.g. National Monuments)?		
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 or 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/plant habitat or security	
Wildlife / Botany	Close to meet big game habitat effectiveness road density standards within GA or to protect important TES/MIS habitat (eg. Nesting, breeding, roosting).	
Wilderness/Roadless	Not likely to be needed in foreseeable future	
Route Proliferation Area	Concern	
Elk (MIS)	High Summer Range	
Mule Deer (MIS)	High Winter Range	

Avoidance, Minimization or Mitigation of Impacts	Yes
Can the impacts to the above sensitive resources be avoided, minimized or mitigated?	

Public Uses			
Does this route contribute to recreational opportunities, route network connectivity, public safety, or other public multi-use access opportunities enumerated in agency Organic laws?			Yes
Public Use	Primary	Secondary	Tertiary
ATV Use	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Hunting	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Motorized Use Generally	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Vistas, Sightseeing, Photography	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Closed or low current use; alternate route available to area			

Route Redundancy		No
Can the commercial, private-property or public uses of this route be adequately met by another route that minimizes impacts to the sensitive resources identified above or that minimizes cumulative effects on various other resources?		
The route is utilized for the following:		
Commercial / Administrative		No
Private Property		No
Public Uses		Yes
Other		No

Opportunities / Recommendations:		
<input checked="" type="checkbox"/> Close	<input type="checkbox"/> Limit*	<input type="checkbox"/> Open*
<input checked="" type="checkbox"/> Closed to all uses.		
<input checked="" type="checkbox"/> The route would be allowed to naturally reclaim.		
<input type="checkbox"/> The route would be restored (e.g. vertically mulched) at least to some extent (e.g. to the visual horizon).		

*Over time, the use of this route may result in effects to some sensitive resources. In accordance with the U.S. Forest Service's Final Rule for off-highway vehicle use on Forest Service land issued in November 2005 (Title 36 of the Code of Federal Regulations Parts 212, 251, 261, and 295), agency management may need to revise the designation of this route (e.g., by utilizing adaptive management techniques, including monitoring and maintenance) in order to avoid, minimize or mitigate effects that may occur.

Other/Common Name: U31504

RCU31504

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

<input type="checkbox"/> Principal Feeder/Trunk	<input type="checkbox"/> Connector	<input type="checkbox"/> Single Track	Length: 0.3682768 miles
<input checked="" type="checkbox"/> Other	<input type="checkbox"/> Loop	<input type="checkbox"/> Motorcycle Track	
<input type="checkbox"/> Evidence of Construction	<input checked="" type="checkbox"/> Spur	<input type="checkbox"/> ATV Route	Use Level: Low
<input type="checkbox"/> Regularly Maintained		<input checked="" type="checkbox"/> Dual Track	Maint. # (if any)
<input type="checkbox"/> Infrequently Maintained		<input type="checkbox"/> Graded Track	
<input type="checkbox"/> Maintained in Past			

Jurisdictions: BLM USFS State Military Private Other:

Additional Information:

Maintenance Level: Unclassified

Official Right-of-Way or Officially-Recognized County or State Route	
Is the route an officially-recognized right-of-way or an officially recognized County or State route?	No

Other Access / Uses		
Does the route provide other commercial or administrative access / uses?		Yes
Does the route provide commercial, private property, or administrative access (e.g. via prescriptive or vested rights)?	Yes	
Is the route a regional route that serves more than one planning sub-region?	No	
Is the route a principal means of connectivity within a sub-region?	No	
Is 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	Not likely to be needed in foreseeable future			
Vegetation (Timber and Fuels) - Sales and Management	Not likely to be needed in foreseeable future			
Wildland Fire	Provides duplicate access or access to a small area			

Special Resources		Yes
Might the continued use of this route impact State or Federal special status species or their habitat or cultural or any other specially-protected resources or objects identified by Agency planning documents, plan amendments or any other special area designations (e.g. National Monuments)?		
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 or 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/plant habitat or security	
Wildlife / Botany	Close to meet big game habitat effectiveness road density standards within GA or to protect important TES/MIS habitat (eg. Nesting, breeding, roosting).	
Wilderness/Roadless	Not likely to be needed in foreseeable future	
Route Proliferation Area	In or Through	
Route Proliferation Area	Concern	
Mule Deer (MIS)	High Winter Range	

Avoidance, Minimization or Mitigation of Impacts	
Can the impacts to the above sensitive resources be avoided, minimized or mitigated?	Yes

Public Uses			
Does this route contribute to recreational opportunities, route network connectivity, public safety, or other public multi-use access opportunities enumerated in agency Organic laws?			Yes
Public Use	Primary	Secondary	Tertiary
ATV Use	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Hunting	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Motorized Use Generally	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Closed or low current use; alternate route available to area			

Route Redundancy		No
Can the commercial, private-property or public uses of this route be adequately met by another route that minimizes impacts to the sensitive resources identified above or that minimizes cumulative effects on various other resources?		
The route is utilized for the following:		
Commercial / Administrative		No
Private Property		No
Public Uses		Yes
Other		No

Opportunities / Recommendations:		
<input checked="" type="checkbox"/> Close	<input type="checkbox"/> Limit*	<input type="checkbox"/> Open*
<input checked="" type="checkbox"/> Closed to all uses.		
<input checked="" type="checkbox"/> The route would be allowed to naturally reclaim.		
<input type="checkbox"/> The route would be restored (e.g. vertically mulched) at least to some extent (e.g. to the visual horizon).		

*Over time, the use of this route may result in effects to some sensitive resources. In accordance with the U.S. Forest Service's Final Rule for off-highway vehicle use on Forest Service land issued in November 2005 (Title 36 of the Code of Federal Regulations Parts 212, 251, 261, and 295), agency management may need to revise the designation of this route (e.g., by utilizing adaptive management techniques, including monitoring and maintenance) in order to avoid, minimize or mitigate effects that may occur.

Other/Common Name: U31505

RCU31505

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

- | | | | |
|---|--|--|------------------------|
| <input type="checkbox"/> Principal Feeder/Trunk | <input type="checkbox"/> Connector | <input type="checkbox"/> Single Track | |
| <input checked="" type="checkbox"/> Other | <input type="checkbox"/> Loop | <input type="checkbox"/> Motorcycle Track | |
| | <input checked="" type="checkbox"/> Spur | <input type="checkbox"/> ATV Route | Length: 0.215213 miles |
| <input type="checkbox"/> Evidence of Construction | | <input checked="" type="checkbox"/> Dual Track | Use Level: Low |
| <input type="checkbox"/> Regularly Maintained | | <input type="checkbox"/> Graded Track | Maint. # (if any) |
| <input type="checkbox"/> Infrequently Maintained | | | |
| <input type="checkbox"/> Maintained in Past | | | |

Jurisdictions: BLM USFS State Military Private Other:

Additional Information:

Maintenance Level: Unclassified

Official Right-of-Way or Officially-Recognized County or State Route
Is the route an officially-recognized right-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 **Yes**
Might the continued use of this route impact State or Federal special status species or their habitat or cultural or any other specially-protected resources or objects identified by Agency planning documents, plan amendments or any other special area designations (e.g. National Monuments)?

Resource/Concern	Specifically
Engineering	The route is substantially brushed in, in very poor condition or a particular burden for maintenance
Engineering	Route is duplicated within 0.5 mile
Engineering	Not likely to be needed in foreseeable future
Hydrology	None or 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/plant habitat or security
Wildlife / Botany	Close to meet big game habitat effectiveness road density standards within GA or to protect important TES/MIS habitat (eg. Nesting, breeding, roosting).
Wilderness/Roadless	Not likely to be needed in foreseeable future
Elk (MIS)	High Year-Long Range

Avoidance, Minimization or Mitigation of Impacts **Yes**
Can the impacts to the above sensitive resources be avoided, minimized or mitigated?

Public Uses **Yes**
Does this route contribute to recreational opportunities, route network connectivity, public safety, or other public multi-use access opportunities enumerated in agency Organic laws?

Public Use	Primary	Secondary	Tertiary
ATV Use	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Hunting	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Motorized Use Generally	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Closed or low current use; alternate route available to area

Route Redundancy **No**
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?
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: U31506

RCU31506

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

<input type="checkbox"/> Principal Feeder/Trunk	<input type="checkbox"/> Connector	<input type="checkbox"/> Single Track	
<input checked="" type="checkbox"/> Other	<input type="checkbox"/> Loop	<input type="checkbox"/> Motorcycle Track	
	<input checked="" type="checkbox"/> Spur	<input type="checkbox"/> ATV Route	Length: 0.1446588 miles
<input type="checkbox"/> Evidence of Construction		<input checked="" type="checkbox"/> Dual Track	Use Level: Low
<input type="checkbox"/> Regularly Maintained		<input type="checkbox"/> Graded Track	Maint. # (if any)
<input type="checkbox"/> Infrequently Maintained			
<input type="checkbox"/> Maintained in Past			

Jurisdictions: BLM USFS State Military Private Other:

Additional Information:

Maintenance Level: Unclassified

Official Right-of-Way or Officially-Recognized County or State Route	
Is the route an officially-recognized right-of-way or an officially recognized County or State route?	No

Other Access / Uses		
Does the route provide other commercial or administrative access / uses?		Yes
Does the route provide commercial, private property, or administrative access (e.g. via prescriptive or vested rights)?	Yes	
Is the route a regional route that serves more than one planning sub-region?	No	
Is the route a principal means of connectivity within a sub-region?	No	
Is 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 Range	Spring Head Works	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Range	Road accesses permittee camps, water developments, or other improvements	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Necessary route, long term needed			
Wildland Fire	Not likely to be needed in foreseeable future			
	Provides duplicate access or access to a small area			

Special Resources		
Might the continued use of this route impact State or Federal special status species or their habitat or cultural or any other specially-protected resources 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 or wetlands	
Hydrology	Route contributes to erosion or slope failure	
Hydrology	Moderate risk to soil & water resources	
Wildlife / Botany	Route has little/no impact on wildlife habitat and/or habitat effectiveness.	
Wilderness/Roadless	Not likely to be needed in foreseeable future	
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	

Avoidance, Minimization or Mitigation of Impacts	
Can the impacts to the above sensitive resources be avoided, minimized or mitigated?	Yes

Public Uses																
Does this route contribute to recreational opportunities, route network connectivity, public safety, or other public multi-use access opportunities enumerated in agency Organic laws?																
Yes																
Public Use	<table border="0"> <tr> <td style="text-align: center;">Primary</td> <td style="text-align: center;">Secondary</td> <td style="text-align: center;">Tertiary</td> </tr> <tr> <td style="text-align: center;"><input type="checkbox"/></td> <td style="text-align: center;"><input type="checkbox"/></td> <td style="text-align: center;"><input checked="" type="checkbox"/></td> </tr> <tr> <td style="text-align: center;"><input type="checkbox"/></td> <td style="text-align: center;"><input type="checkbox"/></td> <td style="text-align: center;"><input checked="" type="checkbox"/></td> </tr> <tr> <td style="text-align: center;"><input type="checkbox"/></td> <td style="text-align: center;"><input type="checkbox"/></td> <td style="text-align: center;"><input checked="" type="checkbox"/></td> </tr> <tr> <td style="text-align: center;"><input type="checkbox"/></td> <td style="text-align: center;"><input type="checkbox"/></td> <td style="text-align: center;"><input checked="" type="checkbox"/></td> </tr> </table>	Primary	Secondary	Tertiary	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Primary	Secondary	Tertiary														
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>														
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>														
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>														
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>														
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:	
<input type="checkbox"/> Close	<input checked="" type="checkbox"/> Limit*
	<input type="checkbox"/> Open*
<input checked="" type="checkbox"/> Limits:	
<input checked="" type="checkbox"/> Limit User	
<input checked="" type="checkbox"/> Motorized Administrative use (including Federal, State and Local emergency regulatory enforcement and monitoring uses)	
<input checked="" type="checkbox"/> Ranching Allotment Permittee	
<input type="checkbox"/> Mining Permittee	
<input type="checkbox"/> Utility Right-of-Way / Permittee	
<input type="checkbox"/> Special Event Permittee	
<input type="checkbox"/> Other Permittee	
<input type="checkbox"/> 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: U31508

RCU31508

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

- | | | | |
|---|--|--|---|
| <input type="checkbox"/> Principal Feeder/Trunk | <input type="checkbox"/> Connector | <input type="checkbox"/> Single Track | Length: 1.450793 miles
Use Level: Low
Maint. # (if any) |
| <input checked="" type="checkbox"/> Other | <input type="checkbox"/> Loop | <input type="checkbox"/> Motorcycle Track | |
| | <input checked="" type="checkbox"/> Spur | <input type="checkbox"/> ATV Route | |
| <input type="checkbox"/> Evidence of Construction | | <input checked="" type="checkbox"/> Dual Track | |
| <input type="checkbox"/> Regularly Maintained | | <input type="checkbox"/> Graded Track | |
| <input type="checkbox"/> Infrequently Maintained | | | |
| <input type="checkbox"/> Maintained in Past | | | |

Jurisdictions: BLM USFS State Military Private Other:

Additional Information:

Maintenance Level: Unclassified

Official Right-of-Way or Officially-Recognized County or State Route	
Is the route an officially-recognized right-of-way or an officially recognized County or State route?	No

Other Access / Uses		
Does the route provide other commercial or administrative access / uses?		Yes
Does the route provide commercial, private property, or administrative access (e.g. via prescriptive or vested rights)?	Yes	
Is the route a regional route that serves more than one planning sub-region?	No	
Is the route a principal means of connectivity within a sub-region?	No	
Is the route officially recognized as part of a Federal planning document and is subject to maintenance?	No	

Access / Uses		Primary	Secondary	Tertiary
Uses	Specifically			
Range	Not likely to be needed in foreseeable future			
Vegetation (Timber and Fuels) - Sales and Management	Route provides access for future vegetation management projects	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Not needed for 20-30 years but leave prism			
Wildland Fire	Provides duplicate access or access to a small area			

Special Resources

Might the continued use of this route impact State or Federal special status species or their habitat or cultural or any other specially-protected resources 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 or wetlands
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 could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Wilderness/Roadless Inventoried Roadless Area	Not likely to be needed in foreseeable future In or Through Red Canyon North
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
Mule Deer (MIS)	High Winter Range

Avoidance, Minimization or Mitigation of Impacts

Can the impacts to the above sensitive resources be avoided, minimized or mitigated? **Yes**

Public Uses

Does this route contribute to recreational opportunities, route network connectivity, public safety, or other public multi-use access opportunities enumerated in agency Organic laws? **Yes**

Public Use	Primary	Secondary	Tertiary
Route provides an opportunity to improve a trail system or other recreational activity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ATV Use	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Hunting	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Motorized Use Generally	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Wildlife Watching	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Closed or low current use; alternate route available to area			

Route Redundancy

Can the commercial, private-property or public uses of this route be adequately met by another route that minimizes impacts to the sensitive resources identified above or that minimizes cumulative effects on various other resources? **No**

The route is utilized for the following:

Commercial / Administrative	Yes
Private Property	No
Public Uses	Yes
Other	No

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: U31509

RCU31509

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

<input type="checkbox"/> Principal Feeder/Trunk	<input type="checkbox"/> Connector	<input type="checkbox"/> Single Track	Length: 6.894822E-02 miles
<input checked="" type="checkbox"/> Other	<input type="checkbox"/> Loop	<input type="checkbox"/> Motorcycle Track	
	<input checked="" type="checkbox"/> Spur	<input type="checkbox"/> ATV Route	
<input type="checkbox"/> Evidence of Construction		<input checked="" type="checkbox"/> Dual Track	Use Level: Low
<input type="checkbox"/> Regularly Maintained		<input type="checkbox"/> Graded Track	Maint. # (if any)
<input type="checkbox"/> Infrequently Maintained			
<input type="checkbox"/> Maintained in Past			

Jurisdictions: BLM USFS State Military Private Other:

Additional Information:

Maintenance Level: Unclassified

Official Right-of-Way or Officially-Recognized County or State Route	
Is the route an officially-recognized right-of-way or an officially recognized County or State route?	No

Other Access / Uses	
Does the route provide other commercial or administrative access / uses?	Yes
Does the route provide commercial, private property, or administrative access (e.g. via prescriptive or vested rights)?	Yes
Is the route a regional route that serves more than one planning sub-region?	No
Is the route a principal means of connectivity within a sub-region?	No
Is the route officially recognized as part of a Federal planning document and is subject to maintenance?	No

Access / Uses		Primary	Secondary	Tertiary
Uses	Specifically			
Range	Not likely to be needed in foreseeable future			
Vegetation (Timber and Fuels) - Sales and Management	Route provides access for future vegetation management projects	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Not needed for 20-30 years but leave prism			
Wildland Fire	Provides duplicate access or access to a small area			

Special Resources		Yes
Might the continued use of this route impact State or Federal special status species or their habitat or cultural or any other specially-protected resources or objects identified by Agency planning documents, plan amendments or any other special area designations (e.g. National Monuments)?		
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 or Low risk to soil & water resources	
Wildlife / Botany	Route encroaches on a sensitive area or impact TES/MIS species	
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.	
Wilderness/Roadless Inventoried Roadless Area	Not likely to be needed in foreseeable future	
	In or Through	
	Red Canyon North	
Goshawk (MIS) (TES)	In or Through Post Fledgling Area	
Mule Deer (MIS)	High Winter Range	

Avoidance, Minimization or Mitigation of Impacts	
Can the impacts to the above sensitive resources be avoided, minimized or mitigated?	Yes

Public Uses			
Does this route contribute to recreational opportunities, route network connectivity, public safety, or other public multi-use access opportunities enumerated in agency Organic laws?			
	Primary	Secondary	Tertiary
Public Use			
Route provides an opportunity to improve a trail system or other recreational activity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ATV Use	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Hunting	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Motorized Use Generally	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Closed or low current use; alternate route available to area			

Route Redundancy		
Can the commercial, private-property or public uses of this route be adequately met by another route that minimizes impacts to the sensitive resources identified above or that minimizes cumulative effects on various other resources?		No
The route is utilized for the following:		
Commercial / Administrative	Yes	
Private Property	No	
Public Uses	Yes	
Other	No	

Opportunities / Recommendations:		
<input checked="" type="checkbox"/> Close	<input type="checkbox"/> Limit*	<input type="checkbox"/> Open*
<input checked="" type="checkbox"/> Closed to all uses.		
<input checked="" type="checkbox"/> The route would be allowed to naturally reclaim.		
<input type="checkbox"/> The route would be restored (e.g. vertically mulched) at least to some extent (e.g. to the visual horizon).		

*Over time, the use of this route may result in effects to some sensitive resources. In accordance with the U.S. Forest Service's Final Rule for off-highway vehicle use on Forest Service land issued in November 2005 (Title 36 of the Code of Federal Regulations Parts 212, 251, 261, and 295), agency management may need to revise the designation of this route (e.g., by utilizing adaptive management techniques, including monitoring and maintenance) in order to avoid, minimize or mitigate effects that may occur.

Other/Common Name: U31510

RCU31510

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

<input type="checkbox"/> Principal Feeder/Trunk	<input checked="" type="checkbox"/> Connector	<input type="checkbox"/> Single Track	Length: 0.9642024 miles
<input checked="" type="checkbox"/> Other	<input type="checkbox"/> Loop	<input type="checkbox"/> Motorcycle Track	
<input type="checkbox"/> Evidence of Construction	<input type="checkbox"/> Spur	<input type="checkbox"/> ATV Route	Use Level: Low
<input type="checkbox"/> Regularly Maintained		<input checked="" type="checkbox"/> Dual Track	Maint. # (if any)
<input type="checkbox"/> Infrequently Maintained		<input type="checkbox"/> Graded Track	
<input type="checkbox"/> Maintained in Past			

Jurisdictions: BLM USFS State Military Private Other:

Additional Information:

Maintenance Level: Unclassified
 Trail Number (if any): 33014

Official Right-of-Way or Officially-Recognized County or State Route	
Is the route an officially-recognized right-of-way or an officially recognized County or State route?	No

Other Access / Uses		Yes
Does the route provide other commercial or administrative access / uses?		
Does the route provide commercial, private property, or administrative access (e.g. via prescriptive or vested rights)?	Yes	
Is the route a regional route that serves more than one planning sub-region?	No	
Is the route a principal means of connectivity within a sub-region?	No	
Is the route officially recognized as part of a Federal planning document and is subject to maintenance?	No	

Access / Uses		Primary	Secondary	Tertiary
Uses	Specifically			
Lands / Special Uses	Route provides access for recreation or non-recreation special uses Added during meetings	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other Uses	Other Commercial outfitters permit	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Range	Not likely to be needed in foreseeable future			
Vegetation (Timber and Fuels) - Sales and Management	Route provides access for future vegetation management projects	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Not needed for 20-30 years but leave prism			
Wildland Fire	Provides duplicate access or access to a small area			

Special Resources

Might the continued use of this route impact State or Federal special status species or their habitat or cultural or any other specially-protected resources 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 or Low risk to soil & water resources
Wildlife / Botany	Route encroaches on a sensitive area or impact TES/MIS species
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Wilderness/Roadless Inventoried Roadless Area	Not likely to be needed in foreseeable future In or Through Red Canyon North
Streams and Lakes	Within 200' of Stream(s)
Wash	Proximate
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Winter Range

Avoidance, Minimization or Mitigation of Impacts

Can the impacts to the above sensitive resources be avoided, minimized or mitigated? **Yes**

Public Uses

Does this route contribute to recreational opportunities, route network connectivity, public safety, or other public multi-use access opportunities enumerated in agency Organic laws? **Yes**

Public Use

	Primary	Secondary	Tertiary
Route provides an opportunity to improve a trail system or other recreational activity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ATV Use	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Hunting	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Motorized Use Generally	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Permitted Motorcycle / ATV	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vistas, Sightseeing, Photography	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Wildlife Watching	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Closed or low current use; alternate route available to area

Route Redundancy

Can the commercial, private-property or public uses of this route be adequately met by another route that minimizes impacts to the sensitive resources identified above or that minimizes cumulative effects on various other resources? **No**

The route is utilized for the following:

Commercial / Administrative	Yes
Private Property	No
Public Uses	Yes
Other	No

Opportunities / Recommendations:

Close Limit* Open*

Limits:

<input checked="" type="checkbox"/> Limit Mode of Transportation	
<input type="checkbox"/> Non-Motorized	<input type="checkbox"/> Stock High Clearance Vehicles (Trucks, SUVs)
<input type="checkbox"/> Non-Motorized and Non-Mechanical	<input type="checkbox"/> Stock 4-Wheel Drive Vehicles
<input type="checkbox"/> Pedestrian	<input type="checkbox"/> Stock 4-Wheel Drive / High Clearance Vehicles
<input checked="" type="checkbox"/> ATV	<input type="checkbox"/> Modified 4-Wheel Drive Vehicles
<input type="checkbox"/> Motorcycle	<input type="checkbox"/> Equestrian
<input type="checkbox"/> Single Track	<input type="checkbox"/> Mountain Bike
<input type="checkbox"/> 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: U31511

RCU31511

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

<input type="checkbox"/> Principal Feeder/Trunk	<input type="checkbox"/> Connector	<input type="checkbox"/> Single Track	Length: 8.610727E-02 miles
<input checked="" type="checkbox"/> Other	<input type="checkbox"/> Loop	<input type="checkbox"/> Motorcycle Track	
	<input checked="" type="checkbox"/> Spur	<input type="checkbox"/> ATV Route	Use Level: Low
<input type="checkbox"/> Evidence of Construction		<input checked="" type="checkbox"/> Dual Track	Maint. # (if any)
<input type="checkbox"/> Regularly Maintained		<input type="checkbox"/> Graded Track	
<input type="checkbox"/> Infrequently Maintained			
<input type="checkbox"/> Maintained in Past			
Jurisdictions:	<input type="checkbox"/> BLM	<input checked="" type="checkbox"/> USFS	<input type="checkbox"/> State
			<input type="checkbox"/> Military
			<input type="checkbox"/> Private
			<input type="checkbox"/> Other:
Additional Information:			
Maintenance Level: Unclassified			

Official Right-of-Way or Officially-Recognized County or State Route	
Is the route an officially-recognized right-of-way or an officially recognized County or State route?	No

Other Access / Uses	
Does the route provide other commercial or administrative access / uses?	Yes
Does the route provide commercial, private property, or administrative access (e.g. via prescriptive or vested rights)?	Yes
Is the route a regional route that serves more than one planning sub-region?	No
Is the route a principal means of connectivity within a sub-region?	No
Is the route officially recognized as part of a Federal planning document and is subject to maintenance?	No

Access / Uses		Primary	Secondary	Tertiary
Uses	Specifically			
Range	Not likely to be needed in foreseeable future			
Vegetation (Timber and Fuels) - Sales and Management	Route provides access for future vegetation management projects	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Not needed for 20-30 years but leave prism			
Wildland Fire	Provides duplicate access or access to a small area			

Special Resources		Yes
Might the continued use of this route impact State or Federal special status species or their habitat or cultural or any other specially-protected resources or objects identified by Agency planning documents, plan amendments or any other special area designations (e.g. National Monuments)?		
Resource/Concern	Specifically	
Engineering	The route is substantially brushed in, in very poor condition or a particular burden for maintenance	
Engineering	Route is duplicated within 0.5 mile	
Engineering	Not likely to be needed in foreseeable future	
Hydrology	None or Low risk to soil & water resources	
Wildlife / Botany	Route encroaches on a sensitive area or impact TES/MIS species	
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.	
Wilderness/Roadless	Not likely to be needed in foreseeable future	
Streams and Lakes	Within 200' of Stream(s)	
Wash	In	
Mule Deer (MIS)	Limited Winter Range	

Avoidance, Minimization or Mitigation of Impacts	
Can the impacts to the above sensitive resources be avoided, minimized or mitigated?	Yes

Public Uses			
Does this route contribute to recreational opportunities, route network connectivity, public safety, or other public multi-use access opportunities enumerated in agency Organic laws?			
	Primary	Secondary	Tertiary
Public Use			
Route provides an opportunity to improve a trail system or other recreational activity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Motorized Use Generally	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Closed or low current use; alternate route available to area			

Route Redundancy		
Can the commercial, private-property or public uses of this route be adequately met by another route that minimizes impacts to the sensitive resources identified above or that minimizes cumulative effects on various other resources?		No
The route is utilized for the following:		
Commercial / Administrative	Yes	
Private Property	No	
Public Uses	Yes	
Other	No	

Opportunities / Recommendations:		
<input checked="" type="checkbox"/> Close	<input type="checkbox"/> Limit*	<input type="checkbox"/> Open*
<input checked="" type="checkbox"/> Closed to all uses.		
<input checked="" type="checkbox"/> The route would be allowed to naturally reclaim.		
<input type="checkbox"/> The route would be restored (e.g. vertically mulched) at least to some extent (e.g. to the visual horizon).		

*Over time, the use of this route may result in effects to some sensitive resources. In accordance with the U.S. Forest Service's Final Rule for off-highway vehicle use on Forest Service land issued in November 2005 (Title 36 of the Code of Federal Regulations Parts 212, 251, 261, and 295), agency management may need to revise the designation of this route (e.g., by utilizing adaptive management techniques, including monitoring and maintenance) in order to avoid, minimize or mitigate effects that may occur.

Other/Common Name: U31512

RCU31512

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

<input type="checkbox"/> Principal Feeder/Trunk	<input type="checkbox"/> Connector	<input type="checkbox"/> Single Track	
<input checked="" type="checkbox"/> Other	<input type="checkbox"/> Loop	<input type="checkbox"/> Motorcycle Track	
	<input checked="" type="checkbox"/> Spur	<input type="checkbox"/> ATV Route	Length: 0.7416916 miles
<input type="checkbox"/> Evidence of Construction		<input checked="" type="checkbox"/> Dual Track	Use Level: Low
<input type="checkbox"/> Regularly Maintained		<input type="checkbox"/> Graded Track	Maint. # (if any)
<input type="checkbox"/> Infrequently Maintained			
<input type="checkbox"/> Maintained in Past			

Jurisdictions: BLM USFS State Military Private Other:

Additional Information:

Maintenance Level: Unclassified

Official Right-of-Way or Officially-Recognized County or State Route	
Is the route an officially-recognized right-of-way or an officially recognized County or State route?	No

Other Access / Uses	
Does the route provide other commercial or administrative access / uses?	Yes
Does the route provide commercial, private property, or administrative access (e.g. via prescriptive or vested rights)?	Yes
Is the route a regional route that serves more than one planning sub-region?	No
Is the route a principal means of connectivity within a sub-region?	No
Is the route officially recognized as part of a Federal planning document and is subject to maintenance?	No

Access / Uses		Primary	Secondary	Tertiary
Uses	Specifically			
Range	Not likely to be needed in foreseeable future			
Vegetation (Timber and Fuels) - Sales and Management	Route provides access for future vegetation management projects	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Not needed for 20-30 years but leave prism			
Wildland Fire	Provides duplicate access or access to a small area			

Special Resources	
Might the continued use of this route impact State or Federal special status species or their habitat or cultural or any other specially-protected resources or objects identified by Agency planning documents, plan amendments or any other special area designations (e.g. National Monuments)?	Yes
Resource/Concern	Specifically
Engineering	The route is substantially brushed in, in very poor condition or a particular burden for maintenance
Engineering	Route is duplicated within 0.5 mile
Engineering	Not likely to be needed in foreseeable future
Hydrology	None or Low risk to soil & water resources
Wildlife / Botany	Route encroaches on a sensitive area or impact TES/MIS species
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Wilderness/Roadless	Not likely to be needed in foreseeable future
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing
	Number of crossings: 1
Wash	Cross
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	<table border="0"> <tr> <td></td> <td style="text-align: center;">Primary</td> <td style="text-align: center;">Secondary</td> <td style="text-align: center;">Tertiary</td> </tr> <tr> <td>Route provides an opportunity to improve a trail system or other recreational activity</td> <td style="text-align: center;"><input checked="" type="checkbox"/></td> <td style="text-align: center;"><input type="checkbox"/></td> <td style="text-align: center;"><input type="checkbox"/></td> </tr> <tr> <td>ATV Use</td> <td style="text-align: center;"><input type="checkbox"/></td> <td style="text-align: center;"><input checked="" type="checkbox"/></td> <td style="text-align: center;"><input type="checkbox"/></td> </tr> <tr> <td>Dispersed Camping Site</td> <td style="text-align: center;"><input checked="" type="checkbox"/></td> <td style="text-align: center;"><input type="checkbox"/></td> <td style="text-align: center;"><input type="checkbox"/></td> </tr> <tr> <td>Hunting</td> <td style="text-align: center;"><input type="checkbox"/></td> <td style="text-align: center;"><input checked="" type="checkbox"/></td> <td style="text-align: center;"><input type="checkbox"/></td> </tr> <tr> <td>Motorized Use Generally</td> <td style="text-align: center;"><input type="checkbox"/></td> <td style="text-align: center;"><input checked="" type="checkbox"/></td> <td style="text-align: center;"><input type="checkbox"/></td> </tr> </table>		Primary	Secondary	Tertiary	Route provides an opportunity to improve a trail system or other recreational activity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	ATV Use	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Dispersed Camping Site	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Hunting	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Motorized Use Generally	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Primary	Secondary	Tertiary																						
Route provides an opportunity to improve a trail system or other recreational activity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>																						
ATV Use	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>																						
Dispersed Camping Site	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>																						
Hunting	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>																						
Motorized Use Generally	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>																						
Closed or low current use; alternate route available to area																									

Route Redundancy	
Can the commercial, private-property or public uses of this route be adequately met by another route that minimizes impacts to the sensitive resources identified above or that minimizes cumulative effects on various other resources?	No
The route is utilized for the following:	
Commercial / Administrative	Yes
Private Property	No
Public Uses	Yes
Other	No

Opportunities / Recommendations:	
<input type="checkbox"/> Close	<input type="checkbox"/> Limit*
<input checked="" type="checkbox"/> Open to All Uses	<input checked="" type="checkbox"/> 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: U31513

RCU31513

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

- | | | | |
|---|--|--|--|
| <input type="checkbox"/> Principal Feeder/Trunk | <input type="checkbox"/> Connector | <input type="checkbox"/> Single Track | Length:
Use Level: Low
Maint. # (if any) |
| <input checked="" type="checkbox"/> Other | <input type="checkbox"/> Loop | <input type="checkbox"/> Motorcycle Track | |
| | <input checked="" type="checkbox"/> Spur | <input type="checkbox"/> ATV Route | |
| <input type="checkbox"/> Evidence of Construction | | <input checked="" type="checkbox"/> Dual Track | |
| <input type="checkbox"/> Regularly Maintained | | <input type="checkbox"/> Graded Track | |
| <input type="checkbox"/> Infrequently Maintained | | | |
| <input type="checkbox"/> Maintained in Past | | | |

Jurisdictions: BLM USFS State Military Private Other:

Additional Information: Route spans more than one geographic area. See also MDU31513.

Maintenance Level: Unclassified

Official Right-of-Way or Officially-Recognized County or State Route	
Is the route an officially-recognized right-of-way or an officially recognized County or State route?	No

Other Access / Uses	
Does the route provide other commercial or administrative access / uses?	Yes
Does the route provide commercial, private property, or administrative access (e.g. via prescriptive or vested rights)?	Yes
Is the route a regional route that serves more than one planning sub-region?	No
Is the route a principal means of connectivity within a sub-region?	No
Is the route officially recognized as part of a Federal planning document and is subject to maintenance?	No

Access / Uses		Primary	Secondary	Tertiary
Uses	Specifically			
Range	Not likely to be needed in foreseeable future			
Vegetation (Timber and Fuels) - Sales and Management	Route provides access for future vegetation management projects	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Not needed for 20-30 years but leave prism			
Wildland Fire	Provides duplicate access or access to a small area			

Special Resources		Yes
Might the continued use of this route impact State or Federal special status species or their habitat or cultural or any other specially-protected resources or objects identified by Agency planning documents, plan amendments or any other special area designations (e.g. National Monuments)?		
Resource/Concern	Specifically	
Engineering	The route is substantially brushed in, in very poor condition or a particular burden for maintenance	
Engineering	Route is duplicated within 0.5 mile	
Engineering	Not likely to be needed in foreseeable future	
Hydrology	None or Low risk to soil & water resources	
Wildlife / Botany	Route encroaches on a sensitive area or impact TES/MIS species	
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.	
Wilderness/Roadless	Not likely to be needed in foreseeable future	
Antelope	Critical Year-Long Range	
Elk (MIS)	High Year-Long 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?			
	Primary	Secondary	Tertiary
Public Use			
Route provides an opportunity to improve a trail system or other recreational activity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ATV Use	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Hunting	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Motorized Use Generally	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Closed or low current use; alternate route available to area			

Route Redundancy	
Can the commercial, private-property or public uses of this route be adequately met by another route that minimizes impacts to the sensitive resources identified above or that minimizes cumulative effects on various other resources?	
	No
The route is utilized for the following:	
Commercial / Administrative	Yes
Private Property	No
Public Uses	Yes
Other	No

Opportunities / Recommendations:		
<input checked="" type="checkbox"/> Close	<input type="checkbox"/> Limit*	<input type="checkbox"/> Open*
<input checked="" type="checkbox"/> Closed to all uses.		
<input checked="" type="checkbox"/> The route would be allowed to naturally reclaim.		
<input type="checkbox"/> The route would be restored (e.g. vertically mulched) at least to some extent (e.g. to the visual horizon).		

*Over time, the use of this route may result in effects to some sensitive resources. In accordance with the U.S. Forest Service's Final Rule for off-highway vehicle use on Forest Service land issued in November 2005 (Title 36 of the Code of Federal Regulations Parts 212, 251, 261, and 295), agency management may need to revise the designation of this route (e.g., by utilizing adaptive management techniques, including monitoring and maintenance) in order to avoid, minimize or mitigate effects that may occur.

Other/Common Name: U31578

RCU31578

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

<input type="checkbox"/> Principal Feeder/Trunk	<input type="checkbox"/> Connector	<input type="checkbox"/> Single Track	
<input checked="" type="checkbox"/> Other	<input type="checkbox"/> Loop	<input type="checkbox"/> Motorcycle Track	
	<input checked="" type="checkbox"/> Spur	<input type="checkbox"/> ATV Route	Length: 0.3600464 miles
<input type="checkbox"/> Evidence of Construction		<input checked="" type="checkbox"/> Dual Track	Use Level: Medium
<input type="checkbox"/> Regularly Maintained		<input type="checkbox"/> Graded Track	Maint. # (if any)
<input type="checkbox"/> Infrequently Maintained			
<input type="checkbox"/> Maintained in Past			

Jurisdictions: BLM USFS State Military Private Other:

Additional Information:

Maintenance Level: Unclassified

Official Right-of-Way or Officially-Recognized County or State Route	
Is the route an officially-recognized right-of-way or an officially recognized County or State route?	No

Other Access / Uses	
Does the route provide other commercial or administrative access / uses?	Yes
Does the route provide commercial, private property, or administrative access (e.g. via prescriptive or vested rights)?	Yes
Is the route a regional route that serves more than one planning sub-region?	No
Is the route a principal means of connectivity within a sub-region?	No
Is the route officially recognized as part of a Federal planning document and is subject to maintenance?	No

Access / Uses		Primary	Secondary	Tertiary
Uses	Specifically			
Range	Route hinders livestock management (i.e. gated) (How? There are no fences or gates)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Range	Not likely to be needed in foreseeable future			
Vegetation (Timber and Fuels) - Sales and Management	Route provides access for future vegetation management projects	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Route specifically assists in fuels management	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Not needed for 20-30 years but leave prism			
Wildland Fire	Route serves as a main access for firefighting	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wildland Fire	Provides convenient access only			

Special Resources

Might the continued use of this route impact State or Federal special status species or their habitat or cultural or any other specially-protected resources or objects identified by Agency planning documents, plan amendments or any other special area designations (e.g. National Monuments)? **Yes**

Resource/Concern	Specifically
Engineering	The route is substantially brushed in, in very poor condition or a particular burden for maintenance
Engineering	Route is duplicated within 0.5 mile
Engineering	Not needed for 20-30 years but leave prism
Hydrology	Route contributes to erosion or slope failure
Hydrology	Moderate risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife/plant 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.
Wilderness/Roadless	Not likely to be needed in foreseeable future
Streams and Lakes	Within 200' of Stream(s)
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Year-Long 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
Route provides a satisfying experience for its route type and setting (i.e. good scenery, picnic spots, overlooks, etc)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ATV Use	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Hunting	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Motorized Use Generally	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Vistas, Sightseeing, Photography	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Medium to heavy (summer or winter use); "unofficial routes" (not groomed)			

Route Redundancy

Can the commercial, private-property or public uses of this route be adequately met by another route that minimizes impacts to the sensitive resources identified above or that minimizes cumulative effects on various other resources? **No**

The route is utilized for the following:

Commercial / Administrative	Yes
Private Property	No
Public Uses	Yes
Other	No

Opportunities / Recommendations:

Close Limit* Open*

Closed to all uses.

The route would be allowed to naturally reclaim.

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

*Over time, the use of this route may result in effects to some sensitive resources. In accordance with the U.S. Forest Service's Final Rule for off-highway vehicle use on Forest Service land issued in November 2005 (Title 36 of the Code of Federal Regulations Parts 212, 251, 261, and 295), agency management may need to revise the designation of this route (e.g., by utilizing adaptive management techniques, including monitoring and maintenance) in order to avoid, minimize or mitigate effects that may occur.

Other/Common Name: U31579

RCU31579

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

<input type="checkbox"/> Principal Feeder/Trunk	<input checked="" type="checkbox"/> Connector	<input type="checkbox"/> Single Track	
<input checked="" type="checkbox"/> Other	<input type="checkbox"/> Loop	<input type="checkbox"/> Motorcycle Track	
	<input type="checkbox"/> Spur	<input type="checkbox"/> ATV Route	Length: 0.1397809 miles
<input type="checkbox"/> Evidence of Construction		<input checked="" type="checkbox"/> Dual Track	Use Level: Medium
<input type="checkbox"/> Regularly Maintained		<input type="checkbox"/> Graded Track	Maint. # (if any)
<input type="checkbox"/> Infrequently Maintained			
<input type="checkbox"/> Maintained in Past			

Jurisdictions: BLM USFS State Military Private Other:

Additional Information:

Maintenance Level: Unclassified
 Trail Number (if any): 33089

Official Right-of-Way or Officially-Recognized County or State Route	
Is the route an officially-recognized right-of-way or an officially recognized County or State route?	No

Other Access / Uses	
Does the route provide other commercial or administrative access / uses?	Yes
Does the route provide commercial, private property, or administrative access (e.g. via prescriptive or vested rights)?	Yes
Is the route a regional route that serves more than one planning sub-region?	No
Is the route a principal means of connectivity within a sub-region?	No
Is the route officially recognized as part of a Federal planning document and is subject to maintenance?	No

Access / Uses		Primary	Secondary	Tertiary
Uses	Specifically			
Range	Route hinders livestock management (i.e. gated) (how? There's no fence or gates)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Range	Not likely to be needed in foreseeable future			
Vegetation (Timber and Fuels) - Sales and Management	Route provides access for future vegetation management projects	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Route specifically assists in fuels management	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Not needed for 20-30 years but leave prism			
Wildland Fire	Route serves as a main access for firefighting	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wildland Fire	Provides convenient access only			

Special Resources

Might the continued use of this route impact State or Federal special status species or their habitat or cultural or any other specially-protected resources or objects identified by Agency planning documents, plan amendments or any other special area designations (e.g. National Monuments)? **Yes**

Resource/Concern	Specifically
Engineering	The route is substantially brushed in, in very poor condition or a particular burden for maintenance
Engineering	Route is duplicated within 0.5 mile
Engineering	Not needed for 20-30 years but leave prism
Hydrology	Route contributes to erosion or slope failure
Hydrology	Moderate risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife/plant 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.
Wilderness/Roadless	Not likely to be needed in foreseeable future
Streams and Lakes	Within 200' of Stream(s)
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Year-Long 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
Route provides a satisfying experience for its route type and setting (i.e. good scenery, picnic spots, overlooks, etc)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ATV Use	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Hunting	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Motorized Use Generally	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Medium to heavy (summer or winter use); "unofficial routes" (not groomed)			

Route Redundancy

Can the commercial, private-property or public uses of this route be adequately met by another route that minimizes impacts to the sensitive resources identified above or that minimizes cumulative effects on various other resources? **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:

<input checked="" type="checkbox"/> Limit Mode of Transportation	
<input checked="" type="checkbox"/> Non-Motorized	<input type="checkbox"/> Stock High Clearance Vehicles (Trucks, SUVs)
<input type="checkbox"/> Non-Motorized and Non-Mechanical	<input type="checkbox"/> Stock 4-Wheel Drive Vehicles
<input type="checkbox"/> Pedestrian	<input type="checkbox"/> Stock 4-Wheel Drive / High Clearance Vehicles
<input type="checkbox"/> ATV	<input type="checkbox"/> Modified 4-Wheel Drive Vehicles
<input type="checkbox"/> Motorcycle	<input type="checkbox"/> Equestrian
<input type="checkbox"/> Single Track	<input type="checkbox"/> Mountain Bike
<input type="checkbox"/> 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: U31579A

RCU31579A

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

<input type="checkbox"/> Principal Feeder/Trunk	<input checked="" type="checkbox"/> Connector	<input type="checkbox"/> Single Track	Length: 5.931577E-02 miles
<input checked="" type="checkbox"/> Other	<input type="checkbox"/> Loop	<input type="checkbox"/> Motorcycle Track	
	<input type="checkbox"/> Spur	<input type="checkbox"/> ATV Route	
<input type="checkbox"/> Evidence of Construction		<input checked="" type="checkbox"/> Dual Track	Use Level: Medium
<input type="checkbox"/> Regularly Maintained		<input type="checkbox"/> Graded Track	Maint. # (if any)
<input type="checkbox"/> Infrequently Maintained			
<input type="checkbox"/> Maintained in Past			

Jurisdictions: BLM USFS State Military Private Other:

Additional Information:

Maintenance Level: Unclassified
 Trail Number (if any): 33089

Official Right-of-Way or Officially-Recognized County or State Route	
Is the route an officially-recognized right-of-way or an officially recognized County or State route?	No

Other Access / Uses		Yes
Does the route provide other commercial or administrative access / uses?		
Does the route provide commercial, private property, or administrative access (e.g. via prescriptive or vested rights)?	Yes	
Is the route a regional route that serves more than one planning sub-region?	No	
Is the route a principal means of connectivity within a sub-region?	No	
Is the route officially recognized as part of a Federal planning document and is subject to maintenance?	No	

Access / Uses		Primary	Secondary	Tertiary
Uses	Specifically			
Range	Route hinders livestock management (i.e. gated) (how? There's no fence or gates)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Range	Not likely to be needed in foreseeable future			
Vegetation (Timber and Fuels) - Sales and Management	Route provides access for future vegetation management projects	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Route specifically assists in fuels management	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Not needed for 20-30 years but leave prism			
Wildland Fire	Route serves as a main access for firefighting	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wildland Fire	Provides convenient access only			

Special Resources

Might the continued use of this route impact State or Federal special status species or their habitat or cultural or any other specially-protected resources or objects identified by Agency planning documents, plan amendments or any other special area designations (e.g. National Monuments)? **Yes**

Resource/Concern	Specifically
Engineering	The route is substantially brushed in, in very poor condition or a particular burden for maintenance
Engineering	Route is duplicated within 0.5 mile
Engineering	Not needed for 20-30 years but leave prism
Hydrology	Route contributes to erosion or slope failure
Hydrology	Moderate risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife/plant 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.
Wilderness/Roadless	Not likely to be needed in foreseeable future
Streams and Lakes	Within 200' of Stream(s)
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Year-Long 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
Route provides a satisfying experience for its route type and setting (i.e. good scenery, picnic spots, overlooks, etc)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ATV Use	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Hunting	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Motorized Use Generally Medium to heavy (summer or winter use); "unofficial routes" (not groomed)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Route Redundancy

Can the commercial, private-property or public uses of this route be adequately met by another route that minimizes impacts to the sensitive resources identified above or that minimizes cumulative effects on various other resources? **No**

The route is utilized for the following:

Commercial / Administrative	Yes
Private Property	No
Public Uses	Yes
Other	No

Opportunities / Recommendations:

Close Limit* Open*

Limits:

<input checked="" type="checkbox"/> Limit Mode of Transportation	
<input checked="" type="checkbox"/> Non-Motorized	<input type="checkbox"/> Stock High Clearance Vehicles (Trucks, SUVs)
<input type="checkbox"/> Non-Motorized and Non-Mechanical	<input type="checkbox"/> Stock 4-Wheel Drive Vehicles
<input type="checkbox"/> Pedestrian	<input type="checkbox"/> Stock 4-Wheel Drive / High Clearance Vehicles
<input type="checkbox"/> ATV	<input type="checkbox"/> Modified 4-Wheel Drive Vehicles
<input type="checkbox"/> Motorcycle	<input type="checkbox"/> Equestrian
<input type="checkbox"/> Single Track	<input type="checkbox"/> Mountain Bike
<input type="checkbox"/> 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: U31688

RCU31688

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

<input type="checkbox"/> Principal Feeder/Trunk	<input type="checkbox"/> Connector	<input type="checkbox"/> Single Track	
<input checked="" type="checkbox"/> Other	<input type="checkbox"/> Loop	<input type="checkbox"/> Motorcycle Track	
	<input checked="" type="checkbox"/> Spur	<input type="checkbox"/> ATV Route	Length: 0.1241194 miles
<input checked="" type="checkbox"/> Evidence of Construction: Graded		<input type="checkbox"/> Dual Track	Use Level: Low
<input type="checkbox"/> Regularly Maintained		<input checked="" type="checkbox"/> Graded Track	Maint. # (if any)
<input checked="" type="checkbox"/> Infrequently Maintained			
<input type="checkbox"/> Maintained in Past			

Jurisdictions: BLM USFS State Military Private Other:

Additional Information:

Maintenance Level: Unclassified

Official Right-of-Way or Officially-Recognized County or State Route	
Is the route an officially-recognized right-of-way or an officially recognized County or State route?	No

Other Access / Uses	
Does the route provide other commercial or administrative access / uses?	Yes
Does the route provide commercial, private property, or administrative access (e.g. via prescriptive or vested rights)?	Yes
Is the route a regional route that serves more than one planning sub-region?	No
Is the route a principal means of connectivity within a sub-region?	No
Is the route officially recognized as part of a Federal planning document and is subject to maintenance?	No

Access / Uses		Primary	Secondary	Tertiary
Uses	Specifically			
Lands / Special Uses	There is an easement or legal right-of-way or alternative route available	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Range	Not likely to be needed in foreseeable future			
Utilities	Communication Site	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Utilities	Radio Facility	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Route specifically assists in fuels management	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Necessary route, possible haul route, long term needed			
Wildland Fire	Route provides access to repeaters, weather stations, look-outs, etc	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wildland Fire	Route serves as a main access for firefighting	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wildland Fire	Route serves as an escape route for Wildland Urban Interface (could include cabins, campgrounds, etc)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wildland Fire	Accesses a lookout or helibase or a large geographic area; provides a level of safety to public or firefolks			

Special Resources		Yes
<p>Might the continued use of this route impact State or Federal special status species or their habitat or cultural or any other specially-protected resources or objects identified by Agency planning documents, plan amendments or any other special area designations (e.g. National Monuments)?</p>		
Resource/Concern	Specifically	
Engineering	Necessary road, long term needed	
Hydrology	None or Low risk to soil & water resources	
Wildlife / Botany	Route has little/no impact on wildlife habitat and/or habitat effectiveness.	
Wilderness/Roadless	Not likely to be needed in foreseeable future	
Elk (MIS)	High Summer Range	
Mule Deer (MIS)	High Summer Range	

Avoidance, Minimization or Mitigation of Impacts		Yes
<p>Can the impacts to the above sensitive resources be avoided, minimized or mitigated?</p>		

Public Uses		Yes
<p>Does this route contribute to recreational opportunities, route network connectivity, public safety, or other public multi-use access opportunities enumerated in agency Organic laws?</p>		
Public Use	Primary	Secondary
Vistas, Sightseeing, Photography	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Closed or low current use; alternate route available to area	<input type="checkbox"/>	<input type="checkbox"/>

Route Redundancy		No
<p>Can the commercial, private-property or public uses of this route be adequately met by another route that minimizes impacts to the sensitive resources identified above or that minimizes cumulative effects on various other resources?</p>		
<p>The route is utilized for the following:</p>		
Commercial / Administrative	Yes	
Private Property	No	
Public Uses	Yes	
Other	No	

Opportunities / Recommendations:		
<input type="checkbox"/> Close	<input type="checkbox"/> Limit*	<input checked="" type="checkbox"/> Open*
<input checked="" type="checkbox"/> 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: U31696

RCU31696

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

<input type="checkbox"/> Principal Feeder/Trunk	<input type="checkbox"/> Connector	<input type="checkbox"/> Single Track	Length: 0.3101209 miles
<input checked="" type="checkbox"/> Other	<input type="checkbox"/> Loop	<input type="checkbox"/> Motorcycle Track	
	<input checked="" type="checkbox"/> Spur	<input type="checkbox"/> ATV Route	
<input type="checkbox"/> Evidence of Construction		<input checked="" type="checkbox"/> Dual Track	Use Level: Low
<input type="checkbox"/> Regularly Maintained		<input type="checkbox"/> Graded Track	Maint. # (if any)
<input type="checkbox"/> Infrequently Maintained			
<input type="checkbox"/> Maintained in Past			

Jurisdictions: BLM USFS State Military Private Other:

Additional Information:

Maintenance Level: Unclassified

Official Right-of-Way or Officially-Recognized County or State Route	
Is the route an officially-recognized right-of-way or an officially recognized County or State route?	No

Other Access / Uses		
Does the route provide other commercial or administrative access / uses?		Yes
Does the route provide commercial, private property, or administrative access (e.g. via prescriptive or vested rights)?	Yes	
Is the route a regional route that serves more than one planning sub-region?	No	
Is the route a principal means of connectivity within a sub-region?	No	
Is the route officially recognized as part of a Federal planning document and is subject to maintenance?	No	

Access / Uses		Primary	Secondary	Tertiary
Uses	Specifically			
Range	Not likely to be needed in foreseeable future			
Vegetation (Timber and Fuels) - Sales and Management	Route provides access for future vegetation management projects	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Not needed for 20-30 years but leave prism			
Wildland Fire	Provides duplicate access or access to a small area			

Special Resources		Yes
<p>Might the continued use of this route impact State or Federal special status species or their habitat or cultural or any other specially-protected resources or objects identified by Agency planning documents, plan amendments or any other special area designations (e.g. National Monuments)?</p>		Yes
Resource/Concern	Specifically	
Engineering	The route is substantially brushed in, in very poor condition or a particular burden for maintenance	
Engineering	Route is duplicated within 0.5 mile	
Engineering	Not likely to be needed in foreseeable future	
Hydrology	None or 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/plant habitat or security	
Wildlife / Botany	Close to meet big game habitat effectiveness road density standards within GA or to protect important TES/MIS habitat (eg. Nesting, breeding, roosting).	
Wilderness/Roadless Inventoried Roadless Area	Not likely to be needed in foreseeable future	
	In or Through	
	Red Canyon South	
Streams and Lakes	Within 200' of Stream(s)	
Wash	In	
Wash	Proximate	
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		Yes
<p>Can the impacts to the above sensitive resources be avoided, minimized or mitigated?</p>		Yes

Public Uses		Yes		
<p>Does this route contribute to recreational opportunities, route network connectivity, public safety, or other public multi-use access opportunities enumerated in agency Organic laws?</p>				
Public Use		Primary	Secondary	Tertiary
ATV Use		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Closed or low current use; alternate route available to area</p>				

Route Redundancy		No
<p>Can the commercial, private-property or public uses of this route be adequately met by another route that minimizes impacts to the sensitive resources identified above or that minimizes cumulative effects on various other resources?</p>		No
<p>The route is utilized for the following:</p>		
Commercial / Administrative		Yes
Private Property		No
Public Uses		No
Other		No

Opportunities / Recommendations:		
<input checked="" type="checkbox"/> Close	<input type="checkbox"/> Limit*	<input type="checkbox"/> Open*
<p><input checked="" type="checkbox"/> Closed to all uses.</p>		
<p><input checked="" type="checkbox"/> The route would be allowed to naturally reclaim.</p>		
<p><input type="checkbox"/> The route would be restored (e.g. vertically mulched) at least to some extent (e.g. to the visual horizon).</p>		

*Over time, the use of this route may result in effects to some sensitive resources. In accordance with the U.S. Forest Service's Final Rule for off-highway vehicle use on Forest Service land issued in November 2005 (Title 36 of the Code of Federal Regulations Parts 212, 251, 261, and 295), agency management may need to revise the designation of this route (e.g., by utilizing adaptive management techniques, including monitoring and maintenance) in order to avoid, minimize or mitigate effects that may occur.

Other/Common Name: U31697

RCU31697

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

<input type="checkbox"/> Principal Feeder/Trunk	<input type="checkbox"/> Connector	<input type="checkbox"/> Single Track	Length: 2.300967E-02 miles
<input checked="" type="checkbox"/> Other	<input type="checkbox"/> Loop	<input type="checkbox"/> Motorcycle Track	
	<input checked="" type="checkbox"/> Spur	<input type="checkbox"/> ATV Route	
<input type="checkbox"/> Evidence of Construction		<input checked="" type="checkbox"/> Dual Track	Use Level: Low
<input type="checkbox"/> Regularly Maintained		<input type="checkbox"/> Graded Track	Maint. # (if any)
<input type="checkbox"/> Infrequently Maintained			
<input type="checkbox"/> Maintained in Past			

Jurisdictions: BLM USFS State Military Private Other:

Additional Information:

Maintenance Level: Unclassified

Official Right-of-Way or Officially-Recognized County or State Route	
Is the route an officially-recognized right-of-way or an officially recognized County or State route?	No

Other Access / Uses	
Does the route provide other commercial or administrative access / uses?	Yes
Does the route provide commercial, private property, or administrative access (e.g. via prescriptive or vested rights)?	Yes
Is the route a regional route that serves more than one planning sub-region?	No
Is the route a principal means of connectivity within a sub-region?	No
Is the route officially recognized as part of a Federal planning document and is subject to maintenance?	No

Access / Uses		Primary	Secondary	Tertiary
Uses	Specifically			
Range	Not likely to be needed in foreseeable future			
Vegetation (Timber and Fuels) - Sales and Management	Route provides access for future vegetation management projects	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Not needed for 20-30 years but leave prism			
Wildland Fire	Provides duplicate access or access to a small area			

Special Resources		Yes
<p>Might the continued use of this route impact State or Federal special status species or their habitat or cultural or any other specially-protected resources or objects identified by Agency planning documents, plan amendments or any other special area designations (e.g. National Monuments)?</p>		
Resource/Concern	Specifically	
Engineering	The route is substantially brushed in, in very poor condition or a particular burden for maintenance	
Engineering	Route is duplicated within 0.5 mile	
Engineering	Not likely to be needed in foreseeable future	
Hydrology	None or 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/plant habitat or security	
Wildlife / Botany	Close to meet big game habitat effectiveness road density standards within GA or to protect important TES/MIS habitat (eg. Nesting, breeding, roosting).	
Wilderness/Roadless Inventoried Roadless Area	Not likely to be needed in foreseeable future	
	In or Through	
	Red Canyon South	
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?		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:		
<input checked="" type="checkbox"/> Close	<input type="checkbox"/> Limit*	<input type="checkbox"/> Open*
<input checked="" type="checkbox"/> Closed to all uses.		
<input checked="" type="checkbox"/> The route would be allowed to naturally reclaim.		
<input type="checkbox"/> The route would be restored (e.g. vertically mulched) at least to some extent (e.g. to the visual horizon).		

*Over time, the use of this route may result in effects to some sensitive resources. In accordance with the U.S. Forest Service's Final Rule for off-highway vehicle use on Forest Service land issued in November 2005 (Title 36 of the Code of Federal Regulations Parts 212, 251, 261, and 295), agency management may need to revise the designation of this route (e.g., by utilizing adaptive management techniques, including monitoring and maintenance) in order to avoid, minimize or mitigate effects that may occur.

Other/Common Name: U31698

RCU31698

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

<input type="checkbox"/> Principal Feeder/Trunk	<input type="checkbox"/> Connector	<input type="checkbox"/> Single Track	
<input checked="" type="checkbox"/> Other	<input checked="" type="checkbox"/> Loop	<input type="checkbox"/> Motorcycle Track	
	<input checked="" type="checkbox"/> Spur	<input type="checkbox"/> ATV Route	Length: 0.2905707 miles
<input type="checkbox"/> Evidence of Construction		<input checked="" type="checkbox"/> Dual Track	Use Level: Low
<input type="checkbox"/> Regularly Maintained		<input type="checkbox"/> Graded Track	Maint. # (if any)
<input type="checkbox"/> Infrequently Maintained			
<input type="checkbox"/> Maintained in Past			

Jurisdictions: 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: Unclassified

Official Right-of-Way or Officially-Recognized County or State Route	
Is the route an officially-recognized right-of-way or an officially recognized County or State route?	No

Other Access / Uses		
Does the route provide other commercial or administrative access / uses?		Yes
Does the route provide commercial, private property, or administrative access (e.g. via prescriptive or vested rights)?	Yes	
Is the route a regional route that serves more than one planning sub-region?	No	
Is the route a principal means of connectivity within a sub-region?	No	
Is 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 Range	Fence	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Not likely to be needed in foreseeable future			
Vegetation (Timber and Fuels) - Sales and Management	Route provides access for future vegetation management projects	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wildland Fire	Not needed for 20-30 years but leave prism			
	Provides duplicate access or access to a small area			

Special Resources

Might the continued use of this route impact State or Federal special status species or their habitat or cultural or any other specially-protected resources or objects identified by Agency planning documents, plan amendments or any other special area designations (e.g. National Monuments)? **Yes**

Resource/Concern	Specifically
Engineering	The route is substantially brushed in, in very poor condition or a particular burden for maintenance
Engineering	Route is duplicated within 0.5 mile
Engineering	Not likely to be needed in foreseeable future
Hydrology	None or 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/plant habitat or security
Wildlife / Botany	Close to meet big game habitat effectiveness road density standards within GA or to protect important TES/MIS habitat (eg. Nesting, breeding, roosting).
Wilderness/Roadless	Not likely to be needed in foreseeable future
Inventoried Roadless Area	In or Through
	Red Canyon South
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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
OHV Touring	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Route Redundancy

Can the commercial, private-property or public uses of this route be adequately met by another route that minimizes impacts to the sensitive resources identified above or that minimizes cumulative effects on various other resources? **No**

The route is utilized for the following:

Commercial / Administrative	Yes
Private Property	No
Public Uses	Yes
Other	No

Opportunities / Recommendations:

Close Limit* Open*

Closed to all uses.

The route would be allowed to naturally reclaim.

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

*Over time, the use of this route may result in effects to some sensitive resources. In accordance with the U.S. Forest Service's Final Rule for off-highway vehicle use on Forest Service land issued in November 2005 (Title 36 of the Code of Federal Regulations Parts 212, 251, 261, and 295), agency management may need to revise the designation of this route (e.g., by utilizing adaptive management techniques, including monitoring and maintenance) in order to avoid, minimize or mitigate effects that may occur.

Other/Common Name: U31714

RCU31714

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

<input type="checkbox"/> Principal Feeder/Trunk	<input type="checkbox"/> Connector	<input type="checkbox"/> Single Track	Length: 4.150958E-02 miles
<input checked="" type="checkbox"/> Other	<input type="checkbox"/> Loop	<input type="checkbox"/> Motorcycle Track	
	<input checked="" type="checkbox"/> Spur	<input type="checkbox"/> ATV Route	Use Level: Low
<input type="checkbox"/> Evidence of Construction		<input checked="" type="checkbox"/> Dual Track	Maint. # (if any)
<input type="checkbox"/> Regularly Maintained		<input type="checkbox"/> Graded Track	
<input type="checkbox"/> Infrequently Maintained			
<input type="checkbox"/> Maintained in Past			
Jurisdictions:	<input type="checkbox"/> BLM	<input checked="" type="checkbox"/> USFS	<input type="checkbox"/> State
			<input type="checkbox"/> Military
			<input type="checkbox"/> Private
			<input type="checkbox"/> Other:
Additional Information:			
Maintenance Level:	Unclassified		

Official Right-of-Way or Officially-Recognized County or State Route	
Is the route an officially-recognized right-of-way or an officially recognized County or State route?	No

Other Access / Uses	
Does the route provide other commercial or administrative access / uses?	Yes
Does the route provide commercial, private property, or administrative access (e.g. via prescriptive or vested rights)?	Yes
Is the route a regional route that serves more than one planning sub-region?	No
Is the route a principal means of connectivity within a sub-region?	No
Is the route officially recognized as part of a Federal planning document and is subject to maintenance?	No

Access / Uses		Primary	Secondary	Tertiary
Uses	Specifically			
Range	Not likely to be needed in foreseeable future			
Vegetation (Timber and Fuels) - Sales and Management	Route provides access for future vegetation management projects	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Not needed for 20-30 years but leave prism			
Wildland Fire	Provides duplicate access or access to a small area			

Special Resources		Yes
Might the continued use of this route impact State or Federal special status species or their habitat or cultural or any other specially-protected resources or objects identified by Agency planning documents, plan amendments or any other special area designations (e.g. National Monuments)?		
Resource/Concern	Specifically	
Engineering	The route is substantially brushed in, in very poor condition or a particular burden for maintenance	
Engineering	Route is duplicated within 0.5 mile	
Engineering	Not likely to be needed in foreseeable future	
Hydrology	None or 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/plant habitat or security	
Wildlife / Botany	Close to meet big game habitat effectiveness road density standards within GA or to protect important TES/MIS habitat (eg. Nesting, breeding, roosting).	
Wilderness/Roadless Inventoried Roadless Area	Not likely to be needed in foreseeable future	
	In or Through	
	Red Canyon South	
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	<table style="width: 100%; border: none;"> <tr> <td style="width: 33%;"></td> <td style="width: 11%; text-align: center;">Primary</td> <td style="width: 11%; text-align: center;">Secondary</td> <td style="width: 11%; text-align: center;">Tertiary</td> </tr> <tr> <td>ATV Use</td> <td style="text-align: center;"><input type="checkbox"/></td> <td style="text-align: center;"><input type="checkbox"/></td> <td style="text-align: center;"><input checked="" type="checkbox"/></td> </tr> <tr> <td>Hunting</td> <td style="text-align: center;"><input type="checkbox"/></td> <td style="text-align: center;"><input type="checkbox"/></td> <td style="text-align: center;"><input checked="" type="checkbox"/></td> </tr> </table>		Primary	Secondary	Tertiary	ATV Use	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Hunting	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	Primary	Secondary	Tertiary										
ATV Use	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>										
Hunting	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>										

Route Redundancy	
Can the commercial, private-property or public uses of this route be adequately met by another route that minimizes impacts to the sensitive resources identified above or that minimizes cumulative effects on various other resources?	No
The route is utilized for the following:	
Commercial / Administrative	Yes
Private Property	No
Public Uses	Yes
Other	No

Opportunities / Recommendations:	
<input checked="" type="checkbox"/> Close	<input type="checkbox"/> Limit*
	<input type="checkbox"/> Open*
<input checked="" type="checkbox"/> Closed to all uses.	
<input checked="" type="checkbox"/> The route would be allowed to naturally reclaim.	
<input type="checkbox"/> The route would be restored (e.g. vertically mulched) at least to some extent (e.g. to the visual horizon).	

*Over time, the use of this route may result in effects to some sensitive resources. In accordance with the U.S. Forest Service's Final Rule for off-highway vehicle use on Forest Service land issued in November 2005 (Title 36 of the Code of Federal Regulations Parts 212, 251, 261, and 295), agency management may need to revise the designation of this route (e.g., by utilizing adaptive management techniques, including monitoring and maintenance) in order to avoid, minimize or mitigate effects that may occur.

Other/Common Name: U31715

RCU31715

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

- | | | | |
|---|--|--|-------------------------|
| <input type="checkbox"/> Principal Feeder/Trunk | <input type="checkbox"/> Connector | <input type="checkbox"/> Single Track | |
| <input checked="" type="checkbox"/> Other | <input type="checkbox"/> Loop | <input type="checkbox"/> Motorcycle Track | |
| | <input checked="" type="checkbox"/> Spur | <input type="checkbox"/> ATV Route | Length: 0.1822129 miles |
| <input type="checkbox"/> Evidence of Construction | | <input checked="" type="checkbox"/> Dual Track | Use Level: Low |
| <input type="checkbox"/> Regularly Maintained | | <input type="checkbox"/> Graded Track | Maint. # (if any) |
| <input type="checkbox"/> Infrequently Maintained | | | |
| <input type="checkbox"/> Maintained in Past | | | |

Jurisdictions: BLM USFS State Military Private Other:

Additional Information:

Maintenance Level: Unclassified

Official Right-of-Way or Officially-Recognized County or State Route
 Is the route an officially-recognized right-of-way or an officially recognized County or State route? **No**

Other Access / Uses
 Does the route provide other commercial or administrative access / uses? **Yes**
 Does the route provide commercial, private property, or administrative access (e.g. via prescriptive or vested rights)? Yes
 Is the route a regional route that serves more than one planning sub-region? No
 Is the route a principal means of connectivity within a sub-region? No
 Is the route officially recognized as part of a Federal planning document and is subject to maintenance? No

Access / Uses		Primary	Secondary	Tertiary
Uses	Specifically			
Range	Not likely to be needed in foreseeable future			
Vegetation (Timber and Fuels) - Sales and Management	Route provides access for future vegetation management projects	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Not needed for 20-30 years but leave prism			
Wildland Fire	Provides duplicate access or access to a small area			

Special Resources
 Might the continued use of this route impact State or Federal special status species or their habitat or cultural or any other specially-protected resources or objects identified by Agency planning documents, plan amendments or any other special area designations (e.g. National Monuments)? **Yes**

Resource/Concern	Specifically
Engineering	The route is substantially brushed in, in very poor condition or a particular burden for maintenance
Engineering	Route is duplicated within 0.5 mile
Engineering	Not likely to be needed in foreseeable future
Hydrology	None or 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/plant habitat or security
Wildlife / Botany	Close to meet big game habitat effectiveness road density standards within GA or to protect important TES/MIS habitat (eg. Nesting, breeding, roosting).
Wilderness/Roadless	Not likely to be needed in foreseeable future
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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Hunting	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Motorized Use Generally	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
OHV Touring	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Route Redundancy	
Can the commercial, private-property or public uses of this route be adequately met by another route that minimizes impacts to the sensitive resources identified above or that minimizes cumulative effects on various other resources?	No
The route is utilized for the following:	
Commercial / Administrative	Yes
Private Property	No
Public Uses	Yes
Other	No

Opportunities / Recommendations:		
<input checked="" type="checkbox"/> Close	<input type="checkbox"/> Limit*	<input type="checkbox"/> Open*
<input checked="" type="checkbox"/> Closed to all uses.		
<input checked="" type="checkbox"/> The route would be allowed to naturally reclaim.		
<input type="checkbox"/> The route would be restored (e.g. vertically mulched) at least to some extent (e.g. to the visual horizon).		

*Over time, the use of this route may result in effects to some sensitive resources. In accordance with the U.S. Forest Service's Final Rule for off-highway vehicle use on Forest Service land issued in November 2005 (Title 36 of the Code of Federal Regulations Parts 212, 251, 261, and 295), agency management may need to revise the designation of this route (e.g., by utilizing adaptive management techniques, including monitoring and maintenance) in order to avoid, minimize or mitigate effects that may occur.

Other/Common Name: U31716

RCU31716

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

<input type="checkbox"/> Principal Feeder/Trunk	<input type="checkbox"/> Connector	<input type="checkbox"/> Single Track	Length: 0.3588737 miles Use Level: Low Maint. # (if any)
<input checked="" type="checkbox"/> Other	<input type="checkbox"/> Loop	<input type="checkbox"/> Motorcycle Track	
	<input checked="" type="checkbox"/> Spur	<input type="checkbox"/> ATV Route	
<input type="checkbox"/> Evidence of Construction		<input checked="" type="checkbox"/> Dual Track	
<input type="checkbox"/> Regularly Maintained		<input type="checkbox"/> Graded Track	
<input type="checkbox"/> Infrequently Maintained			
<input type="checkbox"/> Maintained in Past			

Jurisdictions: BLM USFS State Military Private Other:

Additional Information:

Maintenance Level: Unclassified

Official Right-of-Way or Officially-Recognized County or State Route	
Is the route an officially-recognized right-of-way or an officially recognized County or State route?	No

Other Access / Uses	
Does the route provide other commercial or administrative access / uses?	Yes
Does the route provide commercial, private property, or administrative access (e.g. via prescriptive or vested rights)?	Yes
Is the route a regional route that serves more than one planning sub-region?	No
Is the route a principal means of connectivity within a sub-region?	No
Is the route officially recognized as part of a Federal planning document and is subject to maintenance?	No

Access / Uses		Primary	Secondary	Tertiary
Uses	Specifically			
Range	Not likely to be needed in foreseeable future			
Vegetation (Timber and Fuels) - Sales and Management	Route provides access for future vegetation management projects	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Not needed for 20-30 years but leave prism			
Wildland Fire	Provides duplicate access or access to a small area			

Special Resources		Yes
Might the continued use of this route impact State or Federal special status species or their habitat or cultural or any other specially-protected resources or objects identified by Agency planning documents, plan amendments or any other special area designations (e.g. National Monuments)?		
Resource/Concern	Specifically	
Engineering	The route is substantially brushed in, in very poor condition or a particular burden for maintenance	
Engineering	Route is duplicated within 0.5 mile	
Engineering	Not likely to be needed in foreseeable future	
Hydrology	None or 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/plant habitat or security	
Wildlife / Botany	Close to meet big game habitat effectiveness road density standards within GA or to protect important TES/MIS habitat (eg. Nesting, breeding, roosting).	
Wilderness/Roadless	Not likely to be needed in foreseeable future	
Streams and Lakes	Within 200' of Stream(s)	
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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Motorized Use Generally	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Fuel wood gathering			

Route Redundancy	
Can the commercial, private-property or public uses of this route be adequately met by another route that minimizes impacts to the sensitive resources identified above or that minimizes cumulative effects on various other resources?	No
The route is utilized for the following:	
Commercial / Administrative	Yes
Private Property	No
Public Uses	Yes
Other	No

Opportunities / Recommendations:		
<input checked="" type="checkbox"/> Close	<input type="checkbox"/> Limit*	<input type="checkbox"/> Open*
<input checked="" type="checkbox"/> Closed to all uses.		
<input checked="" type="checkbox"/> The route would be allowed to naturally reclaim.		
<input type="checkbox"/> The route would be restored (e.g. vertically mulched) at least to some extent (e.g. to the visual horizon).		

*Over time, the use of this route may result in effects to some sensitive resources. In accordance with the U.S. Forest Service's Final Rule for off-highway vehicle use on Forest Service land issued in November 2005 (Title 36 of the Code of Federal Regulations Parts 212, 251, 261, and 295), agency management may need to revise the designation of this route (e.g., by utilizing adaptive management techniques, including monitoring and maintenance) in order to avoid, minimize or mitigate effects that may occur.

Other/Common Name: U31718

RCU31718

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

<input type="checkbox"/> Principal Feeder/Trunk	<input checked="" type="checkbox"/> Connector	<input type="checkbox"/> Single Track	
<input checked="" type="checkbox"/> Other	<input type="checkbox"/> Loop	<input type="checkbox"/> Motorcycle Track	
	<input type="checkbox"/> Spur	<input type="checkbox"/> ATV Route	Length: 1.251623 miles
<input type="checkbox"/> Evidence of Construction		<input checked="" type="checkbox"/> Dual Track	Use Level: Low
<input type="checkbox"/> Regularly Maintained		<input type="checkbox"/> Graded Track	Maint. # (if any)
<input type="checkbox"/> Infrequently Maintained			
<input type="checkbox"/> Maintained in Past			

Jurisdictions: BLM USFS State Military Private Other:

Additional Information:

Maintenance Level: Unclassified

Official Right-of-Way or Officially-Recognized County or State Route	
Is the route an officially-recognized right-of-way or an officially recognized County or State route?	No

Other Access / Uses		
Does the route provide other commercial or administrative access / uses?		Yes
Does the route provide commercial, private property, or administrative access (e.g. via prescriptive or vested rights)?	Yes	
Is the route a regional route that serves more than one planning sub-region?	No	
Is the route a principal means of connectivity within a sub-region?	No	
Is the route officially recognized as part of a Federal planning document and is subject to maintenance?	No	

Access / Uses		Primary	Secondary	Tertiary
Uses	Specifically			
Range	Not likely to be needed in foreseeable future			
Vegetation (Timber and Fuels) - Sales and Management	Route provides access for future vegetation management projects	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Not needed for 20-30 years but leave prism			
Wildland Fire	Provides duplicate access or access to a small area			

Special Resources		
Might the continued use of this route impact State or Federal special status species or their habitat or cultural or any other specially-protected resources or objects identified by Agency planning documents, plan amendments or any other special area designations (e.g. National Monuments)?		Yes
Resource/Concern	Specifically	
Engineering	The route is substantially brushed in, in very poor condition or a particular burden for maintenance	
Engineering	Route is duplicated within 0.5 mile	
Engineering	Not likely to be needed in foreseeable future	
Hydrology	None or 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/plant habitat or security	
Wildlife / Botany	Close to meet big game habitat effectiveness road density standards within GA or to protect important TES/MIS habitat (eg. Nesting, breeding, roosting).	
Wilderness/Roadless	Not likely to be needed in foreseeable future	
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	

Avoidance, Minimization or Mitigation of Impacts	
Can the impacts to the above sensitive resources be avoided, minimized or mitigated?	Yes

Public Uses			
Does this route contribute to recreational opportunities, route network connectivity, public safety, or other public multi-use access opportunities enumerated in agency Organic laws?			Yes
Public Use	Primary	Secondary	Tertiary
ATV Use	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Hunting	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Motorized Use Generally	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Route Redundancy		
Can the commercial, private-property or public uses of this route be adequately met by another route that minimizes impacts to the sensitive resources identified above or that minimizes cumulative effects on various other resources?		No
The route is utilized for the following:		
Commercial / Administrative	Yes	
Private Property	No	
Public Uses	Yes	
Other	No	

Opportunities / Recommendations:		
<input checked="" type="checkbox"/> Close	<input type="checkbox"/> Limit*	<input type="checkbox"/> Open*
<input checked="" type="checkbox"/> Closed to all uses.		
<input checked="" type="checkbox"/> The route would be allowed to naturally reclaim.		
<input type="checkbox"/> The route would be restored (e.g. vertically mulched) at least to some extent (e.g. to the visual horizon).		

*Over time, the use of this route may result in effects to some sensitive resources. In accordance with the U.S. Forest Service's Final Rule for off-highway vehicle use on Forest Service land issued in November 2005 (Title 36 of the Code of Federal Regulations Parts 212, 251, 261, and 295), agency management may need to revise the designation of this route (e.g., by utilizing adaptive management techniques, including monitoring and maintenance) in order to avoid, minimize or mitigate effects that may occur.

Other/Common Name: U31719

RCU31719

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

- | | | | |
|---|--|--|--|
| <input type="checkbox"/> Principal Feeder/Trunk | <input type="checkbox"/> Connector | <input type="checkbox"/> Single Track | Length: 0.5811187 miles
Use Level: Low
Maint. # (if any) |
| <input checked="" type="checkbox"/> Other | <input type="checkbox"/> Loop | <input type="checkbox"/> Motorcycle Track | |
| | <input checked="" type="checkbox"/> Spur | <input type="checkbox"/> ATV Route | |
| <input type="checkbox"/> Evidence of Construction | | <input checked="" type="checkbox"/> Dual Track | |
| <input type="checkbox"/> Regularly Maintained | | <input type="checkbox"/> Graded Track | |
| <input type="checkbox"/> Infrequently Maintained | | | |
| <input type="checkbox"/> Maintained in Past | | | |

Jurisdictions: BLM USFS State Military Private Other:

Additional Information:

Maintenance Level: Unclassified

Official Right-of-Way or Officially-Recognized County or State Route	
Is the route an officially-recognized right-of-way or an officially recognized County or State route?	No

Other Access / Uses		
Does the route provide other commercial or administrative access / uses?		Yes
Does the route provide commercial, private property, or administrative access (e.g. via prescriptive or vested rights)?	Yes	
Is the route a regional route that serves more than one planning sub-region?	No	
Is the route a principal means of connectivity within a sub-region?	No	
Is the route officially recognized as part of a Federal planning document and is subject to maintenance?	No	

Access / Uses		Primary	Secondary	Tertiary
Uses	Specifically			
Range	Not likely to be needed in foreseeable future			
Vegetation (Timber and Fuels) - Sales and Management	Route provides access for future vegetation management projects	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Not needed for 20-30 years but leave prism			
Wildland Fire	Provides duplicate access or access to a small area			

Special Resources

Might the continued use of this route impact State or Federal special status species or their habitat or cultural or any other specially-protected resources or objects identified by Agency planning documents, plan amendments or any other special area designations (e.g. National Monuments)? **Yes**

Resource/Concern	Specifically
Engineering	The route is substantially brushed in, in very poor condition or a particular burden for maintenance
Engineering	Route is duplicated within 0.5 mile
Engineering	Not likely to be needed in foreseeable future
Hydrology	None or 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/plant habitat or security
Wildlife / Botany	Close to meet big game habitat effectiveness road density standards within GA or to protect important TES/MIS habitat (eg. Nesting, breeding, roosting).
Wilderness/Roadless	Not likely to be needed in foreseeable future
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing
	Number of crossings: 1
Wash	Cross
Elk (MIS)	High Winter Range
Mule Deer (MIS)	High Summer Range
Sage Grouse (TES)	In or Through Brood Rearing Area
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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Hunting	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Motorized Use Generally	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
OHV Touring	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Route Redundancy

Can the commercial, private-property or public uses of this route be adequately met by another route that minimizes impacts to the sensitive resources identified above or that minimizes cumulative effects on various other resources? **No**

The route is utilized for the following:

Commercial / Administrative	Yes
Private Property	No
Public Uses	Yes
Other	No

Opportunities / Recommendations:

Close Limit* Open*

Closed to all uses.

The route would be allowed to naturally reclaim.

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

*Over time, the use of this route may result in effects to some sensitive resources. In accordance with the U.S. Forest Service's Final Rule for off-highway vehicle use on Forest Service land issued in November 2005 (Title 36 of the Code of Federal Regulations Parts 212, 251, 261, and 295), agency management may need to revise the designation of this route (e.g., by utilizing adaptive management techniques, including monitoring and maintenance) in order to avoid, minimize or mitigate effects that may occur.

Other/Common Name: U31881

RCU31881

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

Principal Feeder/Trunk
 Other

Connector
 Loop
 Spur

Single Track
 Motorcycle Track
 ATV Route
 Dual Track
 Graded Track

Length: 1.86198 miles
Use Level:
Maint. # (if any)

Evidence of Construction
 Regularly Maintained
 Infrequently Maintained
 Maintained in Past

Jurisdictions: BLM USFS State Military Private Other: :Not forest

Additional Information: Not on forest

Maintenance Level: Unclassified

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: U34016

RCU34016

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

<input type="checkbox"/> Principal Feeder/Trunk	<input type="checkbox"/> Connector	<input type="checkbox"/> Single Track	
<input checked="" type="checkbox"/> Other	<input type="checkbox"/> Loop	<input type="checkbox"/> Motorcycle Track	
	<input checked="" type="checkbox"/> Spur	<input type="checkbox"/> ATV Route	Length: 0.1813711 miles
<input type="checkbox"/> Evidence of Construction		<input checked="" type="checkbox"/> Dual Track	Use Level: Medium
<input type="checkbox"/> Regularly Maintained		<input type="checkbox"/> Graded Track	Maint. # (if any)
<input type="checkbox"/> Infrequently Maintained			
<input type="checkbox"/> Maintained in Past			

Jurisdictions: BLM USFS State Military Private Other:

Additional Information:

Old Agency Number / U31528
 Route Number:
 Maintenance Level: Unclassified

Official Right-of-Way or Officially-Recognized County or State Route	
Is the route an officially-recognized right-of-way or an officially recognized County or State route?	No

Other Access / Uses		Yes
Does the route provide other commercial or administrative access / uses?		
Does the route provide commercial, private property, or administrative access (e.g. via prescriptive or vested rights)?	Yes	
Is the route a regional route that serves more than one planning sub-region?	No	
Is the route a principal means of connectivity within a sub-region?	No	
Is the route officially recognized as part of a Federal planning document and is subject to maintenance?	No	

Access / Uses		Primary	Secondary	Tertiary
Uses	Specifically			
Range	Route hinders livestock management (i.e. gated)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Range	Not likely to be needed in foreseeable future			
Vegetation (Timber and Fuels) - Sales and Management	Route provides access for future vegetation management projects	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Route specifically assists in fuels management	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Not needed for 20-30 years but leave prism			
Wildland Fire	Route serves as a main access for firefighting	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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 foreseeable future
Hydrology	Route contributes to erosion or slope failure
Hydrology	Moderate risk to soil & water resources
Wildlife / Botany	Route impacts specific wildlife/plant 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.
Wilderness/Roadless	Not likely to be needed in foreseeable future
Streams and Lakes	Within 200' of Stream(s)
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	Limited Winter 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
Route provides a satisfying experience for its route type and setting (i.e. good scenery, picnic spots, overlooks, etc)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ATV Use	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Camping - Primitive	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Dispersed Camping Site	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Hunting	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Motorized Use Generally	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Medium to heavy (summer or winter use); "unofficial routes" (not groomed)			

Route Redundancy

Can the commercial, private-property or public uses of this route be adequately met by another route that minimizes impacts to the sensitive resources identified above or that minimizes cumulative effects on various other resources? **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: U3418

RCU3418

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

- | | | | |
|---|--|--|-------------------------|
| <input type="checkbox"/> Principal Feeder/Trunk | <input type="checkbox"/> Connector | <input type="checkbox"/> Single Track | Length: 0.2687664 miles |
| <input checked="" type="checkbox"/> Other | <input type="checkbox"/> Loop | <input type="checkbox"/> Motorcycle Track | |
| <input type="checkbox"/> Evidence of Construction | <input checked="" type="checkbox"/> Spur | <input type="checkbox"/> ATV Route | Use Level: Low |
| <input type="checkbox"/> Regularly Maintained | | <input checked="" type="checkbox"/> Dual Track | Maint. # (if any) |
| <input type="checkbox"/> Infrequently Maintained | | <input type="checkbox"/> Graded Track | |
| <input type="checkbox"/> Maintained in Past | | | |

Jurisdictions: BLM USFS State Military Private Other:

Additional Information:

Maintenance Level: Unclassified

Official Right-of-Way or Officially-Recognized County or State Route	
Is the route an officially-recognized right-of-way or an officially recognized County or State route?	No

Other Access / Uses		
Does the route provide other commercial or administrative access / uses?		Yes
Does the route provide commercial, private property, or administrative access (e.g. via prescriptive or vested rights)?	Yes	
Is the route a regional route that serves more than one planning sub-region?	No	
Is the route a principal means of connectivity within a sub-region?	No	
Is the route officially recognized as part of a Federal planning document and is subject to maintenance?	No	

Access / Uses		Primary	Secondary	Tertiary
Uses	Specifically			
Commercial Ranching Facility Range	Fence	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Not likely to be needed in foreseeable future			
Vegetation (Timber and Fuels) - Sales and Management	Route provides access for future vegetation management projects	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wildland Fire	Not needed for 20-30 years but leave prism			
	Provides duplicate access or access to a small area			

Special Resources

Might the continued use of this route impact State or Federal special status species or their habitat or cultural or any other specially-protected resources or objects identified by Agency planning documents, plan amendments or any other special area designations (e.g. National Monuments)? **Yes**

Resource/Concern	Specifically
Engineering	The route is substantially brushed in, in very poor condition or a particular burden for maintenance
Engineering	Route is duplicated within 0.5 mile
Engineering	Not likely to be needed in foreseeable future
Hydrology	None or 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/plant habitat or security
Wildlife / Botany	Close to meet big game habitat effectiveness road density standards within GA or to protect important TES/MIS habitat (eg. Nesting, breeding, roosting).
Wilderness/Roadless	Not likely to be needed in foreseeable future
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Mule Deer (MIS)	Limited Winter 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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Hunting	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Motorized Use Generally	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Route Redundancy

Can the commercial, private-property or public uses of this route be adequately met by another route that minimizes impacts to the sensitive resources identified above or that minimizes cumulative effects on various other resources? **No**

The route is utilized for the following:

Commercial / Administrative	Yes
Private Property	No
Public Uses	Yes
Other	No

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: U3418A

RCU3418A

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

<input type="checkbox"/> Principal Feeder/Trunk	<input type="checkbox"/> Connector	<input type="checkbox"/> Single Track	Length: 7.466538E-02 miles
<input checked="" type="checkbox"/> Other	<input type="checkbox"/> Loop	<input type="checkbox"/> Motorcycle Track	
	<input checked="" type="checkbox"/> Spur	<input type="checkbox"/> ATV Route	
<input type="checkbox"/> Evidence of Construction		<input checked="" type="checkbox"/> Dual Track	Use Level: Low
<input type="checkbox"/> Regularly Maintained		<input type="checkbox"/> Graded Track	Maint. # (if any)
<input type="checkbox"/> Infrequently Maintained			
<input type="checkbox"/> Maintained in Past			

Jurisdictions: BLM USFS State Military Private Other:

Additional Information:

Maintenance Level: Unclassified

Official Right-of-Way or Officially-Recognized County or State Route

Is the route an officially-recognized right-of-way or an officially recognized County or State route? **No**

Other Access / Uses

Does the route provide other commercial or administrative access / uses?	Yes
Does the route provide commercial, private property, or administrative access (e.g. via prescriptive or vested rights)?	Yes
Is the route a regional route that serves more than one planning sub-region?	No
Is the route a principal means of connectivity within a sub-region?	No
Is 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 Range	Fence	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Not likely to be needed in foreseeable future Route provides access for future vegetation management projects	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Not needed for 20-30 years but leave prism			
Wildland Fire	Provides duplicate access or access to a small area			

Special Resources

Might the continued use of this route impact State or Federal special status species or their habitat or cultural or any other specially-protected resources or objects identified by Agency planning documents, plan amendments or any other special area designations (e.g. National Monuments)? **Yes**

Resource/Concern	Specifically
Engineering	The route is substantially brushed in, in very poor condition or a particular burden for maintenance
Engineering	Route is duplicated within 0.5 mile
Engineering	Not likely to be needed in foreseeable future
Hydrology	None or 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/plant habitat or security
Wildlife / Botany	Close to meet big game habitat effectiveness road density standards within GA or to protect important TES/MIS habitat (eg. Nesting, breeding, roosting).
Wilderness/Roadless	Not likely to be needed in foreseeable future
Antelope	Critical Year-Long Range
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Mule Deer (MIS)	Limited Winter 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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Hunting	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Motorized Use Generally	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Route Redundancy

Can the commercial, private-property or public uses of this route be adequately met by another route that minimizes impacts to the sensitive resources identified above or that minimizes cumulative effects on various other resources? **No**

The route is utilized for the following:

Commercial / Administrative	Yes
Private Property	No
Public Uses	Yes
Other	No

Opportunities / Recommendations:

Close Limit* Open*

Closed to all uses.

The route would be allowed to naturally reclaim.

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

*Over time, the use of this route may result in effects to some sensitive resources. In accordance with the U.S. Forest Service's Final Rule for off-highway vehicle use on Forest Service land issued in November 2005 (Title 36 of the Code of Federal Regulations Parts 212, 251, 261, and 295), agency management may need to revise the designation of this route (e.g., by utilizing adaptive management techniques, including monitoring and maintenance) in order to avoid, minimize or mitigate effects that may occur.

Other/Common Name: U3419

RCU3419

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

<input type="checkbox"/> Principal Feeder/Trunk	<input type="checkbox"/> Connector	<input type="checkbox"/> Single Track	
<input checked="" type="checkbox"/> Other	<input type="checkbox"/> Loop	<input type="checkbox"/> Motorcycle Track	
	<input checked="" type="checkbox"/> Spur	<input type="checkbox"/> ATV Route	Length: 0.3152378 miles
<input type="checkbox"/> Evidence of Construction		<input checked="" type="checkbox"/> Dual Track	Use Level: Low
<input type="checkbox"/> Regularly Maintained		<input type="checkbox"/> Graded Track	Maint. # (if any)
<input type="checkbox"/> Infrequently Maintained			
<input type="checkbox"/> Maintained in Past			

Jurisdictions: BLM USFS State Military Private Other:

Additional Information:

Maintenance Level: Unclassified

Official Right-of-Way or Officially-Recognized County or State Route	
Is the route an officially-recognized right-of-way or an officially recognized County or State route?	No

Other Access / Uses		
Does the route provide other commercial or administrative access / uses?		Yes
Does the route provide commercial, private property, or administrative access (e.g. via prescriptive or vested rights)?	Yes	
Is the route a regional route that serves more than one planning sub-region?	No	
Is the route a principal means of connectivity within a sub-region?	No	
Is the route officially recognized as part of a Federal planning document and is subject to maintenance?	No	

Access / Uses		Primary	Secondary	Tertiary
Uses	Specifically			
Range	Not likely to be needed in foreseeable future			
Vegetation (Timber and Fuels) - Sales and Management	Route provides access for future vegetation management projects	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Not needed for 20-30 years but leave prism			
Wildland Fire	Provides duplicate access or access to a small area			

Special Resources		
Might the continued use of this route impact State or Federal special status species or their habitat or cultural or any other specially-protected resources or objects identified by Agency planning documents, plan amendments or any other special area designations (e.g. National Monuments)?		Yes
Resource/Concern	Specifically	
Engineering	The route is substantially brushed in, in very poor condition or a particular burden for maintenance	
Engineering	Route is duplicated within 0.5 mile	
Engineering	Not likely to be needed in foreseeable future	
Hydrology	None or 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/plant habitat or security	
Wildlife / Botany	Close to meet big game habitat effectiveness road density standards within GA or to protect important TES/MIS habitat (eg. Nesting, breeding, roosting).	
Wilderness/Roadless	Not likely to be needed in foreseeable future	
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	Yes
Can the impacts to the above sensitive resources be avoided, minimized or mitigated?	

Public Uses	Yes			
Does this route contribute to recreational opportunities, route network connectivity, public safety, or other public multi-use access opportunities enumerated in agency Organic laws?				
Public Use	<table style="margin-left: auto; margin-right: auto;"> <tr> <td style="padding: 0 10px;">Primary</td> <td style="padding: 0 10px;">Secondary</td> <td style="padding: 0 10px;">Tertiary</td> </tr> </table>	Primary	Secondary	Tertiary
Primary	Secondary	Tertiary		
ATV Use	<table style="margin-left: auto; margin-right: auto;"> <tr> <td style="padding: 0 10px;"><input type="checkbox"/></td> <td style="padding: 0 10px;"><input type="checkbox"/></td> <td style="padding: 0 10px;"><input checked="" type="checkbox"/></td> </tr> </table>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
Hunting	<table style="margin-left: auto; margin-right: auto;"> <tr> <td style="padding: 0 10px;"><input type="checkbox"/></td> <td style="padding: 0 10px;"><input type="checkbox"/></td> <td style="padding: 0 10px;"><input checked="" type="checkbox"/></td> </tr> </table>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
Motorized Use Generally	<table style="margin-left: auto; margin-right: auto;"> <tr> <td style="padding: 0 10px;"><input type="checkbox"/></td> <td style="padding: 0 10px;"><input type="checkbox"/></td> <td style="padding: 0 10px;"><input checked="" type="checkbox"/></td> </tr> </table>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		

Route Redundancy	No
Can the commercial, private-property or public uses of this route be adequately met by another route that minimizes impacts to the sensitive resources identified above or that minimizes cumulative effects on various other resources?	
The route is utilized for the following:	
Commercial / Administrative	Yes
Private Property	No
Public Uses	Yes
Other	No

Opportunities / Recommendations:		
<input type="checkbox"/> Close	<input checked="" type="checkbox"/> Limit*	<input type="checkbox"/> Open*
<input checked="" type="checkbox"/> Limits:		
<input checked="" type="checkbox"/> Limit User		
<input checked="" type="checkbox"/> Motorized Administrative use (including Federal, State and Local emergency regulatory enforcement and monitoring uses)		
<input type="checkbox"/> Ranching Allotment Permittee		
<input type="checkbox"/> Mining Permittee		
<input type="checkbox"/> Utility Right-of-Way / Permittee		
<input type="checkbox"/> Special Event Permittee		
<input type="checkbox"/> Other Permittee		
<input type="checkbox"/> 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: U3420

RCU3420

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

- | | | | |
|---|--|--|-------------------|
| <input type="checkbox"/> Principal Feeder/Trunk | <input type="checkbox"/> Connector | <input type="checkbox"/> Single Track | |
| <input checked="" type="checkbox"/> Other | <input type="checkbox"/> Loop | <input type="checkbox"/> Motorcycle Track | |
| | <input checked="" type="checkbox"/> Spur | <input type="checkbox"/> ATV Route | Length: |
| <input type="checkbox"/> Evidence of Construction | | <input checked="" type="checkbox"/> Dual Track | Use Level: Low |
| <input type="checkbox"/> Regularly Maintained | | <input type="checkbox"/> Graded Track | Maint. # (if any) |
| <input type="checkbox"/> Infrequently Maintained | | | |
| <input type="checkbox"/> Maintained in Past | | | |

Jurisdictions: BLM USFS State Military Private Other:

Additional Information: Route spans more than one geographic area. See also PSU3420.

Maintenance Level: Unclassified

Official Right-of-Way or Officially-Recognized County or State Route
 Is the route an officially-recognized right-of-way or an officially recognized County or State route? **No**

Other Access / Uses
 Does the route provide other commercial or administrative access / uses? **Yes**
 Does the route provide commercial, private property, or administrative access (e.g. via prescriptive or vested rights)? Yes
 Is the route a regional route that serves more than one planning sub-region? No
 Is the route a principal means of connectivity within a sub-region? No
 Is the route officially recognized as part of a Federal planning document and is subject to maintenance? No

Access / Uses		Primary	Secondary	Tertiary
Uses	Specifically			
Range	Not likely to be needed in foreseeable future			
Vegetation (Timber and Fuels) - Sales and Management	Route provides access for future vegetation management projects	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Not needed for 20-30 years but leave prism			
Wildland Fire	Provides duplicate access or access to a small area			

Special Resources
 Might the continued use of this route impact State or Federal special status species or their habitat or cultural or any other specially-protected resources or objects identified by Agency planning documents, plan amendments or any other special area designations (e.g. National Monuments)? **Yes**

Resource/Concern	Specifically
Engineering	The route is substantially brushed in, in very poor condition or a particular burden for maintenance
Engineering	Route is duplicated within 0.5 mile
Engineering	Not likely to be needed in foreseeable future
Hydrology	None or 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/plant habitat or security
Wildlife / Botany	Close to meet big game habitat effectiveness road density standards within GA or to protect important TES/MIS habitat (eg. Nesting, breeding, roosting).
Wilderness/Roadless	Not likely to be needed in foreseeable future
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?			
	Primary	Secondary	Tertiary
Public Use			
ATV Use	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Hunting	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Mountain Biking	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Route Redundancy	
Can the commercial, private-property or public uses of this route be adequately met by another route that minimizes impacts to the sensitive resources identified above or that minimizes cumulative effects on various other resources?	
	No
The route is utilized for the following:	
Commercial / Administrative	Yes
Private Property	No
Public Uses	Yes
Other	No

Opportunities / Recommendations:		
<input checked="" type="checkbox"/> Close	<input type="checkbox"/> Limit*	<input type="checkbox"/> Open*
<input checked="" type="checkbox"/> Closed to all uses.		
<input checked="" type="checkbox"/> The route would be allowed to naturally reclaim.		
<input type="checkbox"/> The route would be restored (e.g. vertically mulched) at least to some extent (e.g. to the visual horizon).		

*Over time, the use of this route may result in effects to some sensitive resources. In accordance with the U.S. Forest Service's Final Rule for off-highway vehicle use on Forest Service land issued in November 2005 (Title 36 of the Code of Federal Regulations Parts 212, 251, 261, and 295), agency management may need to revise the designation of this route (e.g., by utilizing adaptive management techniques, including monitoring and maintenance) in order to avoid, minimize or mitigate effects that may occur.

Other/Common Name: U3799

RCU3799

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

<input type="checkbox"/> Principal Feeder/Trunk	<input type="checkbox"/> Connector	<input type="checkbox"/> Single Track	Length: 5.372197E-02 miles
<input checked="" type="checkbox"/> Other	<input type="checkbox"/> Loop	<input type="checkbox"/> Motorcycle Track	
	<input checked="" type="checkbox"/> Spur	<input type="checkbox"/> ATV Route	
<input type="checkbox"/> Evidence of Construction		<input type="checkbox"/> Dual Track	Use Level: Low
<input type="checkbox"/> Regularly Maintained		<input type="checkbox"/> Graded Track	Maint. # (if any)
<input type="checkbox"/> Infrequently Maintained			
<input type="checkbox"/> Maintained in Past			

Jurisdictions: BLM USFS State Military Private Other:

Additional Information:

Maintenance Level: Unclassified

Official Right-of-Way or Officially-Recognized County or State Route	
Is the route an officially-recognized right-of-way or an officially recognized County or State route?	No

Other Access / Uses	
Does the route provide other commercial or administrative access / uses?	Yes
Does the route provide commercial, private property, or administrative access (e.g. via prescriptive or vested rights)?	Yes
Is the route a regional route that serves more than one planning sub-region?	No
Is the route a principal means of connectivity within a sub-region?	No
Is the route officially recognized as part of a Federal planning document and is subject to maintenance?	No

Access / Uses		Primary	Secondary	Tertiary
Uses	Specifically			
Range	Not likely to be needed in foreseeable future			
Vegetation (Timber and Fuels) - Sales and Management	Route provides access for future vegetation management projects	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Not needed for 20-30 years but leave prism			
Wildland Fire	Provides duplicate access or access to a small area			

Special Resources		Yes
Might the continued use of this route impact State or Federal special status species or their habitat or cultural or any other specially-protected resources or objects identified by Agency planning documents, plan amendments or any other special area designations (e.g. National Monuments)?		
Resource/Concern	Specifically	
Engineering	The route is substantially brushed in, in very poor condition or a particular burden for maintenance	
Engineering	Route is duplicated within 0.5 mile	
Engineering	Not likely to be needed in foreseeable future	
Hydrology	None or 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/plant habitat or security	
Wildlife / Botany	Close to meet big game habitat effectiveness road density standards within GA or to protect important TES/MIS habitat (eg. Nesting, breeding, roosting).	
Wilderness/Roadless	Not likely to be needed in foreseeable future	
Antelope	Critical Year-Long Range	
Elk (MIS)	High Year-Long 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	<table border="0"> <tr> <td></td> <td style="text-align: center;">Primary</td> <td style="text-align: center;">Secondary</td> <td style="text-align: center;">Tertiary</td> </tr> <tr> <td>ATV Use</td> <td style="text-align: center;"><input type="checkbox"/></td> <td style="text-align: center;"><input checked="" type="checkbox"/></td> <td style="text-align: center;"><input type="checkbox"/></td> </tr> <tr> <td>Hunting</td> <td style="text-align: center;"><input type="checkbox"/></td> <td style="text-align: center;"><input type="checkbox"/></td> <td style="text-align: center;"><input checked="" type="checkbox"/></td> </tr> </table>		Primary	Secondary	Tertiary	ATV Use	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Hunting	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	Primary	Secondary	Tertiary										
ATV Use	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>										
Hunting	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>										

Route Redundancy	
Can the commercial, private-property or public uses of this route be adequately met by another route that minimizes impacts to the sensitive resources identified above or that minimizes cumulative effects on various other resources?	No
The route is utilized for the following:	
Commercial / Administrative	Yes
Private Property	No
Public Uses	Yes
Other	No

Opportunities / Recommendations:	
<input checked="" type="checkbox"/> Close	<input type="checkbox"/> Limit*
	<input type="checkbox"/> Open*
<input checked="" type="checkbox"/> Closed to all uses.	
<input checked="" type="checkbox"/> The route would be allowed to naturally reclaim.	
<input type="checkbox"/> The route would be restored (e.g. vertically mulched) at least to some extent (e.g. to the visual horizon).	

*Over time, the use of this route may result in effects to some sensitive resources. In accordance with the U.S. Forest Service's Final Rule for off-highway vehicle use on Forest Service land issued in November 2005 (Title 36 of the Code of Federal Regulations Parts 212, 251, 261, and 295), agency management may need to revise the designation of this route (e.g., by utilizing adaptive management techniques, including monitoring and maintenance) in order to avoid, minimize or mitigate effects that may occur.

Other/Common Name: U3801

RCU3801

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

- | | | | |
|---|--|--|---|
| <input type="checkbox"/> Principal Feeder/Trunk | <input type="checkbox"/> Connector | <input type="checkbox"/> Single Track | Length: 0.294247 miles
Use Level: Low
Maint. # (if any) |
| <input checked="" type="checkbox"/> Other | <input type="checkbox"/> Loop | <input type="checkbox"/> Motorcycle Track | |
| | <input checked="" type="checkbox"/> Spur | <input type="checkbox"/> ATV Route | |
| <input type="checkbox"/> Evidence of Construction | | <input checked="" type="checkbox"/> Dual Track | |
| <input type="checkbox"/> Regularly Maintained | | <input type="checkbox"/> Graded Track | |
| <input type="checkbox"/> Infrequently Maintained | | | |
| <input type="checkbox"/> Maintained in Past | | | |

Jurisdictions: BLM USFS State Military Private Other:

Additional Information:

Maintenance Level: Unclassified

Official Right-of-Way or Officially-Recognized County or State Route	
Is the route an officially-recognized right-of-way or an officially recognized County or State route?	No

Other Access / Uses		
Does the route provide other commercial or administrative access / uses?		Yes
Does the route provide commercial, private property, or administrative access (e.g. via prescriptive or vested rights)?	Yes	
Is the route a regional route that serves more than one planning sub-region?	No	
Is the route a principal means of connectivity within a sub-region?	No	
Is the route officially recognized as part of a Federal planning document and is subject to maintenance?	No	

Access / Uses		Primary	Secondary	Tertiary
Uses	Specifically			
Range	Not likely to be needed in foreseeable future			
Vegetation (Timber and Fuels) - Sales and Management	Route provides access for future vegetation management projects	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Not needed for 20-30 years but leave prism			
Wildland Fire	Provides duplicate access or access to a small area			

Special Resources

Might the continued use of this route impact State or Federal special status species or their habitat or cultural or any other specially-protected resources or objects identified by Agency planning documents, plan amendments or any other special area designations (e.g. National Monuments)? **Yes**

Resource/Concern	Specifically
Engineering	The route is substantially brushed in, in very poor condition or a particular burden for maintenance
Engineering	Route is duplicated within 0.5 mile
Engineering	Not needed for 20-30 years but leave prism
Hydrology	Route contributes to erosion or slope failure
Hydrology	Moderate risk to soil & water resources
Wildlife / Botany	Route encroaches on a sensitive area or impact TES/MIS species
Wildlife / Botany	Route impacts specific wildlife/plant habitat or security
Wildlife / Botany	Close to meet big game habitat effectiveness road density standards within GA or to protect important TES/MIS habitat (eg. Nesting, breeding, roosting).
Wilderness/Roadless	Not likely to be needed in foreseeable future
Soils	Route Subject to Erosion Concerns
Antelope	Critical Year-Long Range
Elk (MIS)	High Year-Long 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	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Hunting	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Route Redundancy

Can the commercial, private-property or public uses of this route be adequately met by another route that minimizes impacts to the sensitive resources identified above or that minimizes cumulative effects on various other resources? **No**

The route is utilized for the following:

Commercial / Administrative	Yes
Private Property	No
Public Uses	Yes
Other	No

Opportunities / Recommendations:

Close Limit* Open*

Closed to all uses.

The route would be allowed to naturally reclaim.

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

*Over time, the use of this route may result in effects to some sensitive resources. In accordance with the U.S. Forest Service's Final Rule for off-highway vehicle use on Forest Service land issued in November 2005 (Title 36 of the Code of Federal Regulations Parts 212, 251, 261, and 295), agency management may need to revise the designation of this route (e.g., by utilizing adaptive management techniques, including monitoring and maintenance) in order to avoid, minimize or mitigate effects that may occur.

Other/Common Name: U3803

RCU3803

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

<input type="checkbox"/> Principal Feeder/Trunk	<input type="checkbox"/> Connector	<input type="checkbox"/> Single Track	Length: 0.5040649 miles Use Level: Low Maint. # (if any)
<input checked="" type="checkbox"/> Other	<input type="checkbox"/> Loop	<input type="checkbox"/> Motorcycle Track	
	<input checked="" type="checkbox"/> Spur	<input type="checkbox"/> ATV Route	
<input type="checkbox"/> Evidence of Construction		<input checked="" type="checkbox"/> Dual Track	
<input type="checkbox"/> Regularly Maintained		<input type="checkbox"/> Graded Track	
<input type="checkbox"/> Infrequently Maintained			
<input type="checkbox"/> Maintained in Past			

Jurisdictions: BLM USFS State Military Private Other:

Additional Information:

Maintenance Level: Unclassified

Official Right-of-Way or Officially-Recognized County or State Route	
Is the route an officially-recognized right-of-way or an officially recognized County or State route?	No

Other Access / Uses	
Does the route provide other commercial or administrative access / uses?	Yes
Does the route provide commercial, private property, or administrative access (e.g. via prescriptive or vested rights)?	Yes
Is the route a regional route that serves more than one planning sub-region?	No
Is the route a principal means of connectivity within a sub-region?	No
Is the route officially recognized as part of a Federal planning document and is subject to maintenance?	No

Access / Uses		Primary	Secondary	Tertiary
Uses	Specifically			
Range	Not likely to be needed in foreseeable future			
Vegetation (Timber and Fuels) - Sales and Management	Route provides access for future vegetation management projects	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Not needed for 20-30 years but leave prism			
Wildland Fire	Provides duplicate access or access to a small area			

Special Resources

Might the continued use of this route impact State or Federal special status species or their habitat or cultural or any other specially-protected resources or objects identified by Agency planning documents, plan amendments or any other special area designations (e.g. National Monuments)? **Yes**

Resource/Concern	Specifically
Engineering	The route is substantially brushed in, in very poor condition or a particular burden for maintenance
Engineering	Route is duplicated within 0.5 mile
Engineering	Not needed for 20-30 years but leave prism
Hydrology	Route contributes to erosion or slope failure
Hydrology	Moderate risk to soil & water resources
Wildlife / Botany	Route encroaches on a sensitive area or impact TES/MIS species
Wildlife / Botany	Route impacts specific wildlife/plant habitat or security
Wildlife / Botany	Close to meet big game habitat effectiveness road density standards within GA or to protect important TES/MIS habitat (eg. Nesting, breeding, roosting).
Wilderness/Roadless	Not likely to be needed in foreseeable future
Soils	Route Subject to Erosion Concerns
Antelope	Critical Year-Long Range
Elk (MIS)	High Year-Long 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	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Hunting	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
OHV Touring	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Route Redundancy

Can the commercial, private-property or public uses of this route be adequately met by another route that minimizes impacts to the sensitive resources identified above or that minimizes cumulative effects on various other resources? **No**

The route is utilized for the following:

Commercial / Administrative	Yes
Private Property	No
Public Uses	Yes
Other	No

Opportunities / Recommendations:

Close Limit* Open*

Closed to all uses.

The route would be allowed to naturally reclaim.

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

*Over time, the use of this route may result in effects to some sensitive resources. In accordance with the U.S. Forest Service's Final Rule for off-highway vehicle use on Forest Service land issued in November 2005 (Title 36 of the Code of Federal Regulations Parts 212, 251, 261, and 295), agency management may need to revise the designation of this route (e.g., by utilizing adaptive management techniques, including monitoring and maintenance) in order to avoid, minimize or mitigate effects that may occur.

Other/Common Name: U3951

RCU3951

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

Principal Feeder/Trunk
 Other

Connector
 Loop
 Spur

Single Track
 Motorcycle Track
 ATV Route
 Dual Track
 Graded Track

Length: 0.3706544 miles
Use Level: Low
Maint. # (if any)

Evidence of Construction
 Regularly Maintained
 Infrequently Maintained
 Maintained in Past

Jurisdictions: BLM USFS State Military Private Other:

Additional Information:

Maintenance Level: Unclassified

Official Right-of-Way or Officially-Recognized County or State Route

Is the route an officially-recognized right-of-way or an officially recognized County or State route? **No**

Other Access / Uses

Does the route provide other commercial or administrative access / uses? **Yes**
Does the route provide commercial, private property, or administrative access (e.g. via prescriptive or vested rights)? Yes
Is the route a regional route that serves more than one planning sub-region? No
Is the route a principal means of connectivity within a sub-region? No
Is 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 Vegetation (Timber and Fuels) - Sales and Management	Not likely to be needed in foreseeable future Route provides access for future vegetation management projects	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Not needed for 20-30 years but leave prism			
Wildland Fire	Provides duplicate access or access to a small area			

Special Resources

Might the continued use of this route impact State or Federal special status species or their habitat or cultural or any other specially-protected resources or objects identified by Agency planning documents, plan amendments or any other special area designations (e.g. National Monuments)? **Yes**

Resource/Concern	Specifically
Engineering	The route is substantially brushed in, in very poor condition or a particular burden for maintenance
Engineering	Route is duplicated within 0.5 mile
Engineering	Not likely to be needed in foreseeable future
Hydrology	None or 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/plant habitat or security
Wildlife / Botany	Close to meet big game habitat effectiveness road density standards within GA or to protect important TES/MIS habitat (eg. Nesting, breeding, roosting).
Wilderness/Roadless	Not likely to be needed in foreseeable future
Streams and Lakes	Within 200' of Stream(s)
Wash	Proximate
Antelope	Critical Year-Long Range
Elk (MIS)	High Year-Long 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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Hunting	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Motorized Use Generally	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Route Redundancy

Can the commercial, private-property or public uses of this route be adequately met by another route that minimizes impacts to the sensitive resources identified above or that minimizes cumulative effects on various other resources? **No**

The route is utilized for the following:

Commercial / Administrative	Yes
Private Property	No
Public Uses	Yes
Other	No

Opportunities / Recommendations:

Close Limit* Open*

Closed to all uses.

The route would be allowed to naturally reclaim.

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

*Over time, the use of this route may result in effects to some sensitive resources. In accordance with the U.S. Forest Service's Final Rule for off-highway vehicle use on Forest Service land issued in November 2005 (Title 36 of the Code of Federal Regulations Parts 212, 251, 261, and 295), agency management may need to revise the designation of this route (e.g., by utilizing adaptive management techniques, including monitoring and maintenance) in order to avoid, minimize or mitigate effects that may occur.

Other/Common Name: U3953

RCU3953

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

<input type="checkbox"/> Principal Feeder/Trunk	<input type="checkbox"/> Connector	<input type="checkbox"/> Single Track	Length: 0.8506271 miles
<input checked="" type="checkbox"/> Other	<input type="checkbox"/> Loop	<input type="checkbox"/> Motorcycle Track	
<input type="checkbox"/> Evidence of Construction	<input checked="" type="checkbox"/> Spur	<input type="checkbox"/> ATV Route	Use Level: Low
<input type="checkbox"/> Regularly Maintained		<input checked="" type="checkbox"/> Dual Track	Maint. # (if any)
<input type="checkbox"/> Infrequently Maintained		<input type="checkbox"/> Graded Track	
<input type="checkbox"/> 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: Unclassified

Official Right-of-Way or Officially-Recognized County or State Route	
Is the route an officially-recognized right-of-way or an officially recognized County or State route?	No

Other Access / Uses		
Does the route provide other commercial or administrative access / uses?		Yes
Does the route provide commercial, private property, or administrative access (e.g. via prescriptive or vested rights)?	Yes	
Is the route a regional route that serves more than one planning sub-region?	No	
Is the route a principal means of connectivity within a sub-region?	No	
Is the route officially recognized as part of a Federal planning document and is subject to maintenance?	No	

Access / Uses		Primary	Secondary	Tertiary
Uses	Specifically			
Administrative Uses Range	Vegetation Treatment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Not likely to be needed in foreseeable future			
Vegetation (Timber and Fuels) - Sales and Management	Route provides access for future vegetation management projects	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wildland Fire	Not needed for 20-30 years but leave prism			
	Provides duplicate access or access to a small area			

Special Resources

Might the continued use of this route impact State or Federal special status species or their habitat or cultural or any other specially-protected resources or objects identified by Agency planning documents, plan amendments or any other special area designations (e.g. National Monuments)? **Yes**

Resource/Concern	Specifically
Engineering	The route is substantially brushed in, in very poor condition or a particular burden for maintenance
Engineering	Route is duplicated within 0.5 mile
Engineering	Not likely to be needed in foreseeable future
Hydrology	None or 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/plant habitat or security
Wildlife / Botany	Close to meet big game habitat effectiveness road density standards within GA or to protect important TES/MIS habitat (eg. Nesting, breeding, roosting).
Wilderness/Roadless	Not likely to be needed in foreseeable future
Streams and Lakes	Within 200' of Stream(s)
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 Year-Long 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	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Hunting	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Motorized Use Generally	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Route Redundancy

Can the commercial, private-property or public uses of this route be adequately met by another route that minimizes impacts to the sensitive resources identified above or that minimizes cumulative effects on various other resources? **No**

The route is utilized for the following:

Commercial / Administrative	Yes
Private Property	No
Public Uses	Yes
Other	No

Opportunities / Recommendations:

Close Limit* Open*

Closed to all uses.

The route would be allowed to naturally reclaim.

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

*Over time, the use of this route may result in effects to some sensitive resources. In accordance with the U.S. Forest Service's Final Rule for off-highway vehicle use on Forest Service land issued in November 2005 (Title 36 of the Code of Federal Regulations Parts 212, 251, 261, and 295), agency management may need to revise the designation of this route (e.g., by utilizing adaptive management techniques, including monitoring and maintenance) in order to avoid, minimize or mitigate effects that may occur.

Other/Common Name: U3967

RCU3967

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

<input type="checkbox"/> Principal Feeder/Trunk	<input type="checkbox"/> Connector	<input type="checkbox"/> Single Track	Length: 0.1135923 miles Use Level: Low Maint. # (if any)
<input checked="" type="checkbox"/> Other	<input type="checkbox"/> Loop	<input type="checkbox"/> Motorcycle Track	
	<input checked="" type="checkbox"/> Spur	<input type="checkbox"/> ATV Route	
<input type="checkbox"/> Evidence of Construction		<input checked="" type="checkbox"/> Dual Track	
<input type="checkbox"/> Regularly Maintained		<input type="checkbox"/> Graded Track	
<input type="checkbox"/> Infrequently Maintained			
<input type="checkbox"/> Maintained in Past			

Jurisdictions: BLM USFS State Military Private Other:

Additional Information:

Maintenance Level: Unclassified

Official Right-of-Way or Officially-Recognized County or State Route	
Is the route an officially-recognized right-of-way or an officially recognized County or State route?	No

Other Access / Uses	
Does the route provide other commercial or administrative access / uses?	Yes
Does the route provide commercial, private property, or administrative access (e.g. via prescriptive or vested rights)?	Yes
Is the route a regional route that serves more than one planning sub-region?	No
Is the route a principal means of connectivity within a sub-region?	No
Is the route officially recognized as part of a Federal planning document and is subject to maintenance?	No

Access / Uses		Primary	Secondary	Tertiary
Uses	Specifically			
Range	Not likely to be needed in foreseeable future			
Vegetation (Timber and Fuels) - Sales and Management	Route provides access for future vegetation management projects	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Not needed for 20-30 years but leave prism			
Wildland Fire	Provides duplicate access or access to a small area			

Special Resources		Yes
Might the continued use of this route impact State or Federal special status species or their habitat or cultural or any other specially-protected resources or objects identified by Agency planning documents, plan amendments or any other special area designations (e.g. National Monuments)?		
Resource/Concern	Specifically	
Engineering	The route is substantially brushed in, in very poor condition or a particular burden for maintenance	
Engineering	Route is duplicated within 0.5 mile	
Engineering	Not needed for 20-30 years but leave prism	
Hydrology	Route contributes to erosion or slope failure	
Hydrology	Moderate risk to soil & water resources	
Wildlife / Botany	Route encroaches on a sensitive area or impact TES/MIS species	
Wildlife / Botany	Route impacts specific wildlife/plant habitat or security	
Wildlife / Botany	Close to meet big game habitat effectiveness road density standards within GA or to protect important TES/MIS habitat (eg. Nesting, breeding, roosting).	
Wilderness/Roadless	Not likely to be needed in foreseeable future	
Soils	Route Subject to Erosion Concerns	
Elk (MIS)	High Year-Long Range	
Mule Deer (MIS)	High Winter Range	

Avoidance, Minimization or Mitigation of Impacts	
Can the impacts to the above sensitive resources be avoided, minimized or mitigated?	Yes

Public Uses			
Does this route contribute to recreational opportunities, route network connectivity, public safety, or other public multi-use access opportunities enumerated in agency Organic laws?			
	Primary	Secondary	Tertiary
Public Use			
ATV Use	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Hunting	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Motorized Use Generally	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Route Redundancy	
Can the commercial, private-property or public uses of this route be adequately met by another route that minimizes impacts to the sensitive resources identified above or that minimizes cumulative effects on various other resources?	
	No
The route is utilized for the following:	
Commercial / Administrative	Yes
Private Property	No
Public Uses	Yes
Other	No

Opportunities / Recommendations:		
<input checked="" type="checkbox"/> Close	<input type="checkbox"/> Limit*	<input type="checkbox"/> Open*
<input checked="" type="checkbox"/> Closed to all uses.		
<input checked="" type="checkbox"/> The route would be allowed to naturally reclaim.		
<input type="checkbox"/> The route would be restored (e.g. vertically mulched) at least to some extent (e.g. to the visual horizon).		

*Over time, the use of this route may result in effects to some sensitive resources. In accordance with the U.S. Forest Service's Final Rule for off-highway vehicle use on Forest Service land issued in November 2005 (Title 36 of the Code of Federal Regulations Parts 212, 251, 261, and 295), agency management may need to revise the designation of this route (e.g., by utilizing adaptive management techniques, including monitoring and maintenance) in order to avoid, minimize or mitigate effects that may occur.

Other/Common Name: U3969

RCU3969

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

<input type="checkbox"/> Principal Feeder/Trunk	<input type="checkbox"/> Connector	<input type="checkbox"/> Single Track	Length: 0.1580676 miles Use Level: Low Maint. # (if any)
<input checked="" type="checkbox"/> Other	<input type="checkbox"/> Loop	<input type="checkbox"/> Motorcycle Track	
	<input checked="" type="checkbox"/> Spur	<input type="checkbox"/> ATV Route	
<input type="checkbox"/> Evidence of Construction		<input checked="" type="checkbox"/> Dual Track	
<input type="checkbox"/> Regularly Maintained		<input type="checkbox"/> Graded Track	
<input type="checkbox"/> Infrequently Maintained			
<input type="checkbox"/> Maintained in Past			

Jurisdictions: BLM USFS State Military Private Other:

Additional Information:

Maintenance Level: Unclassified

Official Right-of-Way or Officially-Recognized County or State Route	
Is the route an officially-recognized right-of-way or an officially recognized County or State route?	No

Other Access / Uses	
Does the route provide other commercial or administrative access / uses?	Yes
Does the route provide commercial, private property, or administrative access (e.g. via prescriptive or vested rights)?	Yes
Is the route a regional route that serves more than one planning sub-region?	No
Is the route a principal means of connectivity within a sub-region?	No
Is the route officially recognized as part of a Federal planning document and is subject to maintenance?	No

Access / Uses		Primary	Secondary	Tertiary
Uses	Specifically			
Range	Not likely to be needed in foreseeable future			
Vegetation (Timber and Fuels) - Sales and Management	Route provides access for future vegetation management projects	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Not needed for 20-30 years but leave prism			
Wildland Fire	Provides duplicate access or access to a small area			

Special Resources		Yes
Might the continued use of this route impact State or Federal special status species or their habitat or cultural or any other specially-protected resources or objects identified by Agency planning documents, plan amendments or any other special area designations (e.g. National Monuments)?		
Resource/Concern	Specifically	
Engineering	The route is substantially brushed in, in very poor condition or a particular burden for maintenance	
Engineering	Route is duplicated within 0.5 mile	
Engineering	Not likely to be needed in foreseeable future	
Hydrology	None or 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/plant habitat or security	
Wildlife / Botany	Close to meet big game habitat effectiveness road density standards within GA or to protect important TES/MIS habitat (eg. Nesting, breeding, roosting).	
Wilderness/Roadless	Not likely to be needed in foreseeable future	
Elk (MIS)	High Summer Range	
Mule Deer (MIS)	High Winter Range	

Avoidance, Minimization or Mitigation of Impacts	
Can the impacts to the above sensitive resources be avoided, minimized or mitigated?	Yes

Public Uses			
Does this route contribute to recreational opportunities, route network connectivity, public safety, or other public multi-use access opportunities enumerated in agency Organic laws?			
	Primary	Secondary	Tertiary
Public Use			
ATV Use	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Hunting	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Motorized Use Generally	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Route Redundancy		No
Can the commercial, private-property or public uses of this route be adequately met by another route that minimizes impacts to the sensitive resources identified above or that minimizes cumulative effects on various other resources?		
The route is utilized for the following:		
Commercial / Administrative	Yes	
Private Property	No	
Public Uses	Yes	
Other	No	

Opportunities / Recommendations:		
<input checked="" type="checkbox"/> Close	<input type="checkbox"/> Limit*	<input type="checkbox"/> Open*
<input checked="" type="checkbox"/> Closed to all uses.		
<input checked="" type="checkbox"/> The route would be allowed to naturally reclaim.		
<input type="checkbox"/> The route would be restored (e.g. vertically mulched) at least to some extent (e.g. to the visual horizon).		

*Over time, the use of this route may result in effects to some sensitive resources. In accordance with the U.S. Forest Service's Final Rule for off-highway vehicle use on Forest Service land issued in November 2005 (Title 36 of the Code of Federal Regulations Parts 212, 251, 261, and 295), agency management may need to revise the designation of this route (e.g., by utilizing adaptive management techniques, including monitoring and maintenance) in order to avoid, minimize or mitigate effects that may occur.

Other/Common Name: U3971

RCU3971

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

<input type="checkbox"/> Principal Feeder/Trunk	<input type="checkbox"/> Connector	<input type="checkbox"/> Single Track	
<input checked="" type="checkbox"/> Other	<input type="checkbox"/> Loop	<input type="checkbox"/> Motorcycle Track	
	<input checked="" type="checkbox"/> Spur	<input type="checkbox"/> ATV Route	Length: 0.1672942 miles
<input type="checkbox"/> Evidence of Construction		<input checked="" type="checkbox"/> Dual Track	Use Level: Low
<input type="checkbox"/> Regularly Maintained		<input type="checkbox"/> Graded Track	Maint. # (if any)
<input type="checkbox"/> Infrequently Maintained			
<input type="checkbox"/> Maintained in Past			

Jurisdictions: BLM USFS State Military Private Other:

Additional Information:

Maintenance Level: Unclassified

Official Right-of-Way or Officially-Recognized County or State Route	
Is the route an officially-recognized right-of-way or an officially recognized County or State route?	No

Other Access / Uses		
Does the route provide other commercial or administrative access / uses?		Yes
Does the route provide commercial, private property, or administrative access (e.g. via prescriptive or vested rights)?	Yes	
Is the route a regional route that serves more than one planning sub-region?	No	
Is the route a principal means of connectivity within a sub-region?	No	
Is 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	Not likely to be needed in foreseeable future			
Vegetation (Timber and Fuels) - Sales and Management	Route provides access for future vegetation management projects	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Not needed for 20-30 years but leave prism			
Wildland Fire	Provides duplicate access or access to a small area			

Special Resources		
Might the continued use of this route impact State or Federal special status species or their habitat or cultural or any other specially-protected resources or objects identified by Agency planning documents, plan amendments or any other special area designations (e.g. National Monuments)?		Yes
Resource/Concern	Specifically	
Engineering	The route is substantially brushed in, in very poor condition or a particular burden for maintenance	
Engineering	Route is duplicated within 0.5 mile	
Engineering	Not likely to be needed in foreseeable future	
Hydrology	None or 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/plant habitat or security	
Wildlife / Botany	Close to meet big game habitat effectiveness road density standards within GA or to protect important TES/MIS habitat (eg. Nesting, breeding, roosting).	
Wilderness/Roadless	Not likely to be needed in foreseeable future	
Streams and Lakes	Within 200' of Stream(s)	
Wash	Proximate	
Elk (MIS)	High Summer Range	
Mule Deer (MIS)	High Winter Range	

Avoidance, Minimization or Mitigation of Impacts	
Can the impacts to the above sensitive resources be avoided, minimized or mitigated?	Yes

Public Uses			
Does this route contribute to recreational opportunities, route network connectivity, public safety, or other public multi-use access opportunities enumerated in agency Organic laws?			Yes
Public Use	Primary	Secondary	Tertiary
ATV Use	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Hunting	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Motorized Use Generally	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Route Redundancy		
Can the commercial, private-property or public uses of this route be adequately met by another route that minimizes impacts to the sensitive resources identified above or that minimizes cumulative effects on various other resources?		No
The route is utilized for the following:		
Commercial / Administrative	Yes	
Private Property	No	
Public Uses	Yes	
Other	No	

Opportunities / Recommendations:		
<input checked="" type="checkbox"/> Close	<input type="checkbox"/> Limit*	<input type="checkbox"/> Open*
<input checked="" type="checkbox"/> Closed to all uses.		
<input checked="" type="checkbox"/> The route would be allowed to naturally reclaim.		
<input type="checkbox"/> The route would be restored (e.g. vertically mulched) at least to some extent (e.g. to the visual horizon).		

*Over time, the use of this route may result in effects to some sensitive resources. In accordance with the U.S. Forest Service's Final Rule for off-highway vehicle use on Forest Service land issued in November 2005 (Title 36 of the Code of Federal Regulations Parts 212, 251, 261, and 295), agency management may need to revise the designation of this route (e.g., by utilizing adaptive management techniques, including monitoring and maintenance) in order to avoid, minimize or mitigate effects that may occur.

Other/Common Name: U3987

RCU3987

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

<input type="checkbox"/> Principal Feeder/Trunk	<input type="checkbox"/> Connector	<input type="checkbox"/> Single Track	Length: 0.2800984 miles Use Level: Low Maint. # (if any)
<input checked="" type="checkbox"/> Other	<input type="checkbox"/> Loop	<input type="checkbox"/> Motorcycle Track	
	<input checked="" type="checkbox"/> Spur	<input type="checkbox"/> ATV Route	
<input type="checkbox"/> Evidence of Construction		<input checked="" type="checkbox"/> Dual Track	
<input type="checkbox"/> Regularly Maintained		<input type="checkbox"/> Graded Track	
<input type="checkbox"/> Infrequently Maintained			
<input type="checkbox"/> Maintained in Past			

Jurisdictions: BLM USFS State Military Private Other:

Additional Information:

Maintenance Level: Unclassified

Official Right-of-Way or Officially-Recognized County or State Route	
Is the route an officially-recognized right-of-way or an officially recognized County or State route?	No

Other Access / Uses	
Does the route provide other commercial or administrative access / uses?	Yes
Does the route provide commercial, private property, or administrative access (e.g. via prescriptive or vested rights)?	Yes
Is the route a regional route that serves more than one planning sub-region?	No
Is the route a principal means of connectivity within a sub-region?	No
Is 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	Not likely to be needed in foreseeable future			
Vegetation (Timber and Fuels) - Sales and Management	Route provides access for future vegetation management projects	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Not needed for 20-30 years but leave prism			
Wildland Fire	Provides duplicate access or access to a small area			

Special Resources		Yes
Might the continued use of this route impact State or Federal special status species or their habitat or cultural or any other specially-protected resources or objects identified by Agency planning documents, plan amendments or any other special area designations (e.g. National Monuments)?		
Resource/Concern	Specifically	
Engineering	The route is substantially brushed in, in very poor condition or a particular burden for maintenance	
Engineering	Route is duplicated within 0.5 mile	
Engineering	Not likely to be needed in foreseeable future	
Hydrology	None or 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/plant habitat or security	
Wildlife / Botany	Close to meet big game habitat effectiveness road density standards within GA or to protect important TES/MIS habitat (eg. Nesting, breeding, roosting).	
Wilderness/Roadless	Not likely to be needed in foreseeable future	
Inventoried Roadless Area	In or Through	
	Red Canyon North	
Mule Deer (MIS)	High Winter Range	

Avoidance, Minimization or Mitigation of Impacts	
Can the impacts to the above sensitive resources be avoided, minimized or mitigated?	Yes

Public Uses			
Does this route contribute to recreational opportunities, route network connectivity, public safety, or other public multi-use access opportunities enumerated in agency Organic laws?			
	Primary	Secondary	Tertiary
Public Use			
ATV Use	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Hunting	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Motorized Use Generally	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Route Redundancy	
Can the commercial, private-property or public uses of this route be adequately met by another route that minimizes impacts to the sensitive resources identified above or that minimizes cumulative effects on various other resources?	
No	
The route is utilized for the following:	
Commercial / Administrative	Yes
Private Property	No
Public Uses	Yes
Other	No

Opportunities / Recommendations:		
<input checked="" type="checkbox"/> Close	<input type="checkbox"/> Limit*	<input type="checkbox"/> Open*
<input checked="" type="checkbox"/> Closed to all uses.		
<input checked="" type="checkbox"/> The route would be allowed to naturally reclaim.		
<input type="checkbox"/> The route would be restored (e.g. vertically mulched) at least to some extent (e.g. to the visual horizon).		

*Over time, the use of this route may result in effects to some sensitive resources. In accordance with the U.S. Forest Service's Final Rule for off-highway vehicle use on Forest Service land issued in November 2005 (Title 36 of the Code of Federal Regulations Parts 212, 251, 261, and 295), agency management may need to revise the designation of this route (e.g., by utilizing adaptive management techniques, including monitoring and maintenance) in order to avoid, minimize or mitigate effects that may occur.

Other/Common Name: U3989

RCU3989

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

<input type="checkbox"/> Principal Feeder/Trunk	<input checked="" type="checkbox"/> Connector	<input type="checkbox"/> Single Track	Length: 0.6938611 miles Use Level: Low Maint. # (if any)
<input checked="" type="checkbox"/> Other	<input type="checkbox"/> Loop	<input type="checkbox"/> Motorcycle Track	
	<input checked="" type="checkbox"/> Spur	<input type="checkbox"/> ATV Route	
<input type="checkbox"/> Evidence of Construction		<input checked="" type="checkbox"/> Dual Track	
<input type="checkbox"/> Regularly Maintained		<input type="checkbox"/> Graded Track	
<input type="checkbox"/> Infrequently Maintained			
<input type="checkbox"/> Maintained in Past			

Jurisdictions: BLM USFS State Military Private Other:

Additional Information:

Maintenance Level: Unclassified

Official Right-of-Way or Officially-Recognized County or State Route	
Is the route an officially-recognized right-of-way or an officially recognized County or State route?	No

Other Access / Uses	
Does the route provide other commercial or administrative access / uses?	Yes
Does the route provide commercial, private property, or administrative access (e.g. via prescriptive or vested rights)?	Yes
Is the route a regional route that serves more than one planning sub-region?	No
Is the route a principal means of connectivity within a sub-region?	No
Is 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	Not likely to be needed in foreseeable future			
Vegetation (Timber and Fuels) - Sales and Management	Route provides access for future vegetation management projects	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Not needed for 20-30 years but leave prism			
Wildland Fire	Provides duplicate access or access to a small area			

Special Resources		Yes
Might the continued use of this route impact State or Federal special status species or their habitat or cultural or any other specially-protected resources or objects identified by Agency planning documents, plan amendments or any other special area designations (e.g. National Monuments)?		
Resource/Concern	Specifically	
Engineering	The route is substantially brushed in, in very poor condition or a particular burden for maintenance	
Engineering	Route is duplicated within 0.5 mile	
Engineering	Not likely to be needed in foreseeable future	
Hydrology	None or 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/plant habitat or security	
Wildlife / Botany	Close to meet big game habitat effectiveness road density standards within GA or to protect important TES/MIS habitat (eg. Nesting, breeding, roosting).	
Wilderness/Roadless	Not likely to be needed in foreseeable future	
Inventoried Roadless Area	In or Through	
	Red Canyon North	
Goshawk (MIS) (TES)	In or Through Post Fledgling Area	
Mule Deer (MIS)	High Winter Range	

Avoidance, Minimization or Mitigation of Impacts	Yes
Can the impacts to the above sensitive resources be avoided, minimized or mitigated?	

Public Uses	Yes			
Does this route contribute to recreational opportunities, route network connectivity, public safety, or other public multi-use access opportunities enumerated in agency Organic laws?				
Public Use	<table style="display: inline-table; border: none;"> <tr> <td style="padding: 0 10px;">Primary</td> <td style="padding: 0 10px;">Secondary</td> <td style="padding: 0 10px;">Tertiary</td> </tr> </table>	Primary	Secondary	Tertiary
Primary	Secondary	Tertiary		
ATV Use	<table style="display: inline-table; border: none;"> <tr> <td style="padding: 0 10px;"><input type="checkbox"/></td> <td style="padding: 0 10px;"><input type="checkbox"/></td> <td style="padding: 0 10px;"><input checked="" type="checkbox"/></td> </tr> </table>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
Hunting	<table style="display: inline-table; border: none;"> <tr> <td style="padding: 0 10px;"><input type="checkbox"/></td> <td style="padding: 0 10px;"><input type="checkbox"/></td> <td style="padding: 0 10px;"><input checked="" type="checkbox"/></td> </tr> </table>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
Motorized Use Generally	<table style="display: inline-table; border: none;"> <tr> <td style="padding: 0 10px;"><input type="checkbox"/></td> <td style="padding: 0 10px;"><input type="checkbox"/></td> <td style="padding: 0 10px;"><input checked="" type="checkbox"/></td> </tr> </table>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		

Route Redundancy	No
Can the commercial, private-property or public uses of this route be adequately met by another route that minimizes impacts to the sensitive resources identified above or that minimizes cumulative effects on various other resources?	
The route is utilized for the following:	
Commercial / Administrative	Yes
Private Property	No
Public Uses	Yes
Other	No

Opportunities / Recommendations:		
<input type="checkbox"/> Close	<input checked="" type="checkbox"/> Limit*	<input type="checkbox"/> Open*
<input checked="" type="checkbox"/> Limits:		
<input checked="" type="checkbox"/> Limit User		
<input checked="" type="checkbox"/> Motorized Administrative use (including Federal, State and Local emergency regulatory enforcement and monitoring uses)		
<input type="checkbox"/> Ranching Allotment Permittee		
<input type="checkbox"/> Mining Permittee		
<input type="checkbox"/> Utility Right-of-Way / Permittee		
<input type="checkbox"/> Special Event Permittee		
<input type="checkbox"/> Other Permittee		
<input type="checkbox"/> 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.

Avoidance, Minimization or Mitigation of Impacts	
Can the impacts to the above sensitive resources be avoided, minimized or mitigated?	Yes

Public Uses			
Does this route contribute to recreational opportunities, route network connectivity, public safety, or other public multi-use access opportunities enumerated in agency Organic laws?			
	Primary	Secondary	Tertiary
Public Use			
ATV Use	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Hunting	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Motorized Use Generally	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Route Redundancy		No
Can the commercial, private-property or public uses of this route be adequately met by another route that minimizes impacts to the sensitive resources identified above or that minimizes cumulative effects on various other resources?		
The route is utilized for the following:		
Commercial / Administrative	Yes	
Private Property	No	
Public Uses	Yes	
Other	No	

Opportunities / Recommendations:		
<input checked="" type="checkbox"/> Close	<input type="checkbox"/> Limit*	<input type="checkbox"/> Open*
<input checked="" type="checkbox"/> Closed to all uses.		
<input checked="" type="checkbox"/> The route would be allowed to naturally reclaim.		
<input type="checkbox"/> The route would be restored (e.g. vertically mulched) at least to some extent (e.g. to the visual horizon).		

*Over time, the use of this route may result in effects to some sensitive resources. In accordance with the U.S. Forest Service's Final Rule for off-highway vehicle use on Forest Service land issued in November 2005 (Title 36 of the Code of Federal Regulations Parts 212, 251, 261, and 295), agency management may need to revise the designation of this route (e.g., by utilizing adaptive management techniques, including monitoring and maintenance) in order to avoid, minimize or mitigate effects that may occur.

Other/Common Name: U3993

RCU3993

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

<input type="checkbox"/> Principal Feeder/Trunk	<input type="checkbox"/> Connector	<input type="checkbox"/> Single Track	
<input checked="" type="checkbox"/> Other	<input type="checkbox"/> Loop	<input type="checkbox"/> Motorcycle Track	
	<input checked="" type="checkbox"/> Spur	<input type="checkbox"/> ATV Route	Length: 0.5046256 miles
<input type="checkbox"/> Evidence of Construction		<input checked="" type="checkbox"/> Dual Track	Use Level: Low
<input type="checkbox"/> Regularly Maintained		<input type="checkbox"/> Graded Track	Maint. # (if any)
<input type="checkbox"/> Infrequently Maintained			
<input type="checkbox"/> Maintained in Past			

Jurisdictions: BLM USFS State Military Private Other:

Additional Information:

Maintenance Level: Unclassified

Official Right-of-Way or Officially-Recognized County or State Route	
Is the route an officially-recognized right-of-way or an officially recognized County or State route?	No

Other Access / Uses		
Does the route provide other commercial or administrative access / uses?		Yes
Does the route provide commercial, private property, or administrative access (e.g. via prescriptive or vested rights)?	Yes	
Is the route a regional route that serves more than one planning sub-region?	No	
Is the route a principal means of connectivity within a sub-region?	No	
Is the route officially recognized as part of a Federal planning document and is subject to maintenance?	No	

Access / Uses		Primary	Secondary	Tertiary
Uses	Specifically			
Range	Not likely to be needed in foreseeable future			
Vegetation (Timber and Fuels) - Sales and Management	Route provides access for future vegetation management projects	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Not needed for 20-30 years but leave prism			
Wildland Fire	Provides duplicate access or access to a small area			

Special Resources		
Might the continued use of this route impact State or Federal special status species or their habitat or cultural or any other specially-protected resources or objects identified by Agency planning documents, plan amendments or any other special area designations (e.g. National Monuments)?		Yes
Resource/Concern	Specifically	
Engineering	The route is substantially brushed in, in very poor condition or a particular burden for maintenance	
Engineering	Route is duplicated within 0.5 mile	
Engineering	Not likely to be needed in foreseeable future	
Hydrology	None or 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/plant habitat or security	
Wildlife / Botany	Close to meet big game habitat effectiveness road density standards within GA or to protect important TES/MIS habitat (eg. Nesting, breeding, roosting).	
Wilderness/Roadless Streams and Lakes	Not likely to be needed in foreseeable future	
Streams and Lakes	Within 200' of Stream(s)	
	Stream Crossing	
	Number of crossings: 1	
Wash	Cross	
Mule Deer (MIS)	High Winter Range	

Avoidance, Minimization or Mitigation of Impacts	
Can the impacts to the above sensitive resources be avoided, minimized or mitigated?	Yes

Public Uses					
Does this route contribute to recreational opportunities, route network connectivity, public safety, or other public multi-use access opportunities enumerated in agency Organic laws?	Yes				
Public Use	<table style="width: 100%; border: none;"> <tr> <td style="width: 33%;"></td> <td style="width: 11%; text-align: center;">Primary</td> <td style="width: 11%; text-align: center;">Secondary</td> <td style="width: 11%; text-align: center;">Tertiary</td> </tr> </table>		Primary	Secondary	Tertiary
	Primary	Secondary	Tertiary		
ATV Use	<input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/>				
Hunting	<input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/>				
Motorized Use Generally	<input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/>				

Route Redundancy	
Can the commercial, private-property or public uses of this route be adequately met by another route that minimizes impacts to the sensitive resources identified above or that minimizes cumulative effects on various other resources?	No
The route is utilized for the following:	
Commercial / Administrative	Yes
Private Property	No
Public Uses	Yes
Other	No

Opportunities / Recommendations:		
<input checked="" type="checkbox"/> Close	<input type="checkbox"/> Limit*	<input type="checkbox"/> Open*
<input checked="" type="checkbox"/> Closed to all uses.		
<input checked="" type="checkbox"/> The route would be allowed to naturally reclaim.		
<input type="checkbox"/> The route would be restored (e.g. vertically mulched) at least to some extent (e.g. to the visual horizon).		

*Over time, the use of this route may result in effects to some sensitive resources. In accordance with the U.S. Forest Service's Final Rule for off-highway vehicle use on Forest Service land issued in November 2005 (Title 36 of the Code of Federal Regulations Parts 212, 251, 261, and 295), agency management may need to revise the designation of this route (e.g., by utilizing adaptive management techniques, including monitoring and maintenance) in order to avoid, minimize or mitigate effects that may occur.

Other/Common Name: U3995

RCU3995

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

<input type="checkbox"/> Principal Feeder/Trunk	<input type="checkbox"/> Connector	<input type="checkbox"/> Single Track	Length: 0.1821053 miles
<input checked="" type="checkbox"/> Other	<input type="checkbox"/> Loop	<input type="checkbox"/> Motorcycle Track	
<input type="checkbox"/> Evidence of Construction	<input checked="" type="checkbox"/> Spur	<input type="checkbox"/> ATV Route	Use Level: Low
<input type="checkbox"/> Regularly Maintained		<input checked="" type="checkbox"/> Dual Track	Maint. # (if any)
<input type="checkbox"/> Infrequently Maintained		<input type="checkbox"/> Graded Track	
<input type="checkbox"/> Maintained in Past			

Jurisdictions: BLM USFS State Military Private Other:

Additional Information:

Maintenance Level: Unclassified

Official Right-of-Way or Officially-Recognized County or State Route
 Is the route an officially-recognized right-of-way or an officially recognized County or State route? **No**

Other Access / Uses
 Does the route provide other commercial or administrative access / uses? **Yes**
 Does the route provide commercial, private property, or administrative access (e.g. via prescriptive or vested rights)? Yes
 Is the route a regional route that serves more than one planning sub-region? No
 Is the route a principal means of connectivity within a sub-region? No
 Is the route officially recognized as part of a Federal planning document and is subject to maintenance? No

Access / Uses		Primary	Secondary	Tertiary
Uses	Specifically			
Range	Not likely to be needed in foreseeable future			
Vegetation (Timber and Fuels) - Sales and Management	Route provides access for future vegetation management projects	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Not needed for 20-30 years but leave prism			
Wildland Fire	Provides duplicate access or access to a small area			

Special Resources
 Might the continued use of this route impact State or Federal special status species or their habitat or cultural or any other specially-protected resources or objects identified by Agency planning documents, plan amendments or any other special area designations (e.g. National Monuments)? **Yes**

Resource/Concern	Specifically
Engineering	The route is substantially brushed in, in very poor condition or a particular burden for maintenance
Engineering	Route is duplicated within 0.5 mile
Engineering	Not likely to be needed in foreseeable future
Hydrology	None or 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/plant habitat or security
Wildlife / Botany	Close to meet big game habitat effectiveness road density standards within GA or to protect important TES/MIS habitat (eg. Nesting, breeding, roosting).
Wilderness/Roadless	Not likely to be needed in foreseeable future
Mule Deer (MIS)	High Winter Range

Avoidance, Minimization or Mitigation of Impacts
 Can the impacts to the above sensitive resources be avoided, minimized or mitigated? **Yes**

Public Uses			
Does this route contribute to recreational opportunities, route network connectivity, public safety, or other public multi-use access opportunities enumerated in agency Organic laws?			Yes
Public Use	Primary	Secondary	Tertiary
ATV Use	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Hunting	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Motorized Use Generally	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Route Redundancy		No
Can the commercial, private-property or public uses of this route be adequately met by another route that minimizes impacts to the sensitive resources identified above or that minimizes cumulative effects on various other resources?		
The route is utilized for the following:		
Commercial / Administrative	Yes	
Private Property	No	
Public Uses	Yes	
Other	No	

Opportunities / Recommendations:		
<input checked="" type="checkbox"/> Close	<input type="checkbox"/> Limit*	<input type="checkbox"/> Open*
<input checked="" type="checkbox"/> Closed to all uses.		
<input checked="" type="checkbox"/> The route would be allowed to naturally reclaim.		
<input type="checkbox"/> The route would be restored (e.g. vertically mulched) at least to some extent (e.g. to the visual horizon).		

*Over time, the use of this route may result in effects to some sensitive resources. In accordance with the U.S. Forest Service's Final Rule for off-highway vehicle use on Forest Service land issued in November 2005 (Title 36 of the Code of Federal Regulations Parts 212, 251, 261, and 295), agency management may need to revise the designation of this route (e.g., by utilizing adaptive management techniques, including monitoring and maintenance) in order to avoid, minimize or mitigate effects that may occur.

Other/Common Name: U3997

RCU3997

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

<input type="checkbox"/> Principal Feeder/Trunk	<input type="checkbox"/> Connector	<input type="checkbox"/> Single Track	Length: 0.205619 miles Use Level: Low Maint. # (if any)
<input checked="" type="checkbox"/> Other	<input type="checkbox"/> Loop	<input type="checkbox"/> Motorcycle Track	
	<input checked="" type="checkbox"/> Spur	<input type="checkbox"/> ATV Route	
<input type="checkbox"/> Evidence of Construction		<input checked="" type="checkbox"/> Dual Track	
<input type="checkbox"/> Regularly Maintained		<input type="checkbox"/> Graded Track	
<input type="checkbox"/> Infrequently Maintained			
<input type="checkbox"/> Maintained in Past			

Jurisdictions: BLM USFS State Military Private Other:

Additional Information:

Maintenance Level: Unclassified

Official Right-of-Way or Officially-Recognized County or State Route	
Is the route an officially-recognized right-of-way or an officially recognized County or State route?	No

Other Access / Uses		
Does the route provide other commercial or administrative access / uses?		Yes
Does the route provide commercial, private property, or administrative access (e.g. via prescriptive or vested rights)?	Yes	
Is the route a regional route that serves more than one planning sub-region?	No	
Is the route a principal means of connectivity within a sub-region?	No	
Is 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	Not likely to be needed in foreseeable future			
Vegetation (Timber and Fuels) - Sales and Management	Route provides access for future vegetation management projects	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Not needed for 20-30 years but leave prism			
Wildland Fire	Provides duplicate access or access to a small area			

Special Resources		
Might the continued use of this route impact State or Federal special status species or their habitat or cultural or any other specially-protected resources or objects identified by Agency planning documents, plan amendments or any other special area designations (e.g. National Monuments)?		Yes
Resource/Concern	Specifically	
Engineering	The route is substantially brushed in, in very poor condition or a particular burden for maintenance	
Engineering	Route is duplicated within 0.5 mile	
Engineering	Not likely to be needed in foreseeable future	
Hydrology	None or 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/plant habitat or security	
Wildlife / Botany	Close to meet big game habitat effectiveness road density standards within GA or to protect important TES/MIS habitat (eg. Nesting, breeding, roosting).	
Wilderness/Roadless	Not likely to be needed in foreseeable future	
Elk (MIS)	High Summer Range	
Mule Deer (MIS)	High Winter Range	

Avoidance, Minimization or Mitigation of Impacts	
Can the impacts to the above sensitive resources be avoided, minimized or mitigated?	Yes

Public Uses			
Does this route contribute to recreational opportunities, route network connectivity, public safety, or other public multi-use access opportunities enumerated in agency Organic laws?			
	Primary	Secondary	Tertiary
Public Use			
ATV Use	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Hunting	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Motorized Use Generally	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Route Redundancy	
Can the commercial, private-property or public uses of this route be adequately met by another route that minimizes impacts to the sensitive resources identified above or that minimizes cumulative effects on various other resources?	
	No
The route is utilized for the following:	
Commercial / Administrative	Yes
Private Property	No
Public Uses	Yes
Other	No

Opportunities / Recommendations:		
<input checked="" type="checkbox"/> Close	<input type="checkbox"/> Limit*	<input type="checkbox"/> Open*
<input checked="" type="checkbox"/> Closed to all uses.		
<input checked="" type="checkbox"/> The route would be allowed to naturally reclaim.		
<input type="checkbox"/> The route would be restored (e.g. vertically mulched) at least to some extent (e.g. to the visual horizon).		

*Over time, the use of this route may result in effects to some sensitive resources. In accordance with the U.S. Forest Service's Final Rule for off-highway vehicle use on Forest Service land issued in November 2005 (Title 36 of the Code of Federal Regulations Parts 212, 251, 261, and 295), agency management may need to revise the designation of this route (e.g., by utilizing adaptive management techniques, including monitoring and maintenance) in order to avoid, minimize or mitigate effects that may occur.