

Other/Common Name: 30146

CM30146

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

Principal Feeder/Trunk Connector Single Track
 Other Loop Motorcycle Track
 Spur ATV Route Length: 5.914672 miles
 Evidence of Construction: Suitable for passenger cars Dual Track Use Level: High

Regularly Maintained Graded Track Maint. # (if any)
 Infrequently Maintained
 Maintained in Past

Jurisdictions: BLM USFS State Military Private Other:

Additional Information: Potential Public Forest Service Road.
 Entry, primary access.
 Route designation applies only to those portions of the route located on public land.

Route Origin: Historic route- 1950

Maintenance Level: 3 - SUITABLE FOR PASSENGER CARS
 Township and Range: T.36S R.1E S.17
 Trail Number (if any): 34005

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

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

Access / Uses				
Uses	Specifically	Primary	Secondary	Tertiary
Commercial Ranching Facility	Cattleguard	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Commercial Ranching Facility	Enclosed Tank, Trick Tank	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Commercial Ranching Facility	Fence	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Commercial Ranching Facility	Pond, Reservoir	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Commercial Ranching Facility	Range Pipeline	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Commercial Ranching Facility	Spring Head Works	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Commercial Ranching Facility	Tank	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lands / Special Uses	Route provides access for recreation or non-recreation special uses	<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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lands / Special Uses	Necessary route			
Range	Road accesses permittee camps, water developments, or other improvements	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Range	The route aids or hinders (ie. gates being left open) livestock management	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Range	Aids livestock management			
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 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	Necessary road. Provides access to lookout, helibase, large geographic area; provides a level of safety to public or firefolks			
	Range: Aids livestock management. Vegetation: Christmas trees; Lands: Unknown. Rec.			

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	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 impacts specific wildlife habitat or security	
Wildlife / Botany	Route could be closed to enhance habitat, effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.	
Wilderness/Roadless	Route has little or no impact on resource	
Streams and Lakes	Within 200' of Stream(s)	
Streams and Lakes	Stream Crossing	
	Number of crossings: 7	
Wash	In	
Wash	Cross	
Wash	Proximate	
Soils	Route Subject to Erosion Concerns	
Elk (MIS)	Substantial Summer Range	
Goshawk (MIS) (TES)	In or Through Post Fledgling Area	
Mule Deer (MIS)	High Year-Long Range	
Wild Turkey (MIS)	High Year-Long Range	
<p>Engineering: Necessary, End route. Wildlife Botany: N. Goshawks, Seasonal closure.</p>		

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	
Route has unique destination and/or provide a satisfying experience for its type and setting (ie. good scenery, overlook, campsite, historical site, water body)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Route provides an opportunity to improve a trail system (motorized or non-motorized) 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Mountain Biking	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
OHV Touring	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Rockhounding	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
SUV Touring	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Trailheads	<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"/>	
High use (summer or winter); part of summer loop route; part of designated route system; no alternate route to destination or area				
Recreation: Entry. Primary access				

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

Opportunities / Recommendations:		
<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: 30146A

CM30146A

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

Principal Feeder/Trunk Connector Single Track
 Other Loop Motorcycle Track
 Spur ATV Route Length: 2.415619 miles
 Evidence of Construction: Suitable for passenger cars Dual Track Use Level: High

Regularly Maintained Graded Track Maint. # (if any)
 Infrequently Maintained
 Maintained in Past

Jurisdictions: BLM USFS State Military Private Other:

Additional Information: Potential Public Forest Service Road.
 Entry, primary access.
 Route designation applies only to those portions of the route located on public land.

Route Origin: Historic route- 1950

Maintenance Level: 3 - SUITABLE FOR PASSENGER CARS
 Township and Range: T.36S R.1E S.17
 Trail Number (if any): 34005

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

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

Access / Uses		Primary	Secondary	Tertiary
Uses	Specifically			
Commercial Ranching Facility	Cattleguard	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Commercial Ranching Facility	Enclosed Tank, Trick Tank	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Commercial Ranching Facility	Fence	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Commercial Ranching Facility	Pond, Reservoir	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Commercial Ranching Facility	Range Pipeline	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Commercial Ranching Facility	Spring Head Works	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Commercial Ranching Facility	Tank	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lands / Special Uses	Route provides access for recreation or non-recreation special uses	<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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lands / Special Uses	Necessary route			
Range	Road accesses permittee camps, water developments, or other improvements	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Range	The route aids or hinders (ie. gates being left open) livestock management	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Range	Aids livestock management			
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 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	Necessary road. Provides access to lookout, helibase, large geographic area; provides a level of safety to public or firefolks			
	Range: Aids livestock management. Vegetation: Christmas trees; Lands: Unknown. Rec.			

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	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 impacts specific wildlife habitat or security	
Wildlife / Botany	Route could be closed to enhance habitat, effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.	
Wilderness/Roadless	Route has little or no impact on resource	
Streams and Lakes	Within 200' of Stream(s)	
Streams and Lakes	Stream Crossing	
	Number of crossings: 7	
Wash	In	
Wash	Cross	
Wash	Proximate	
Soils	Route Subject to Erosion Concerns	
Elk (MIS)	Substantial Summer Range	
Goshawk (MIS) (TES)	In or Through Post Fledgling Area	
Mule Deer (MIS)	High Year-Long Range	
Wild Turkey (MIS)	High Year-Long Range	
<p>Engineering: Necessary, End route. Wildlife Botany: N. Goshawks, Seasonal closure.</p>		

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	
Route has unique destination and/or provide a satisfying experience for its type and setting (ie. good scenery, overlook, campsite, historical site, water body)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Route provides an opportunity to improve a trail system (motorized or non-motorized) 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Mountain Biking	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
OHV Touring	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Rockhounding	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
SUV Touring	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Trailheads	<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"/>	
High use (summer or winter); part of summer loop route; part of designated route system; no alternate route to destination or area				
Recreation: Entry. Primary access				

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	Yes	
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: 30205

CM30205

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 checked="" type="checkbox"/> Loop	<input type="checkbox"/> Motorcycle Track	
	<input type="checkbox"/> Spur	<input type="checkbox"/> ATV Route	Length: 1.229733 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.1E 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			
Lands / Special Uses	Route provides access for recreation or non-recreation special uses	<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	Necessary route			
Mining	Oil Well	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mining	Other	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Drill pad			
Range	The route aids or hinders (ie. gates being left open) livestock management	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Aids			
Range	Convenient route or not needed for 5 years or more, but keep prism			
Vegetation (Timber and Fuels) - Sales and Management	Not likely to be needed in foreseeable future			
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	Provides convenient access only			
Lands: S. USGS. Range: Aids livestock management. Primary access to oil well.				

Special Resources

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

Resource/Concern	Specifically
Engineering	Route is duplicated within 0.5 mile
Engineering	Necessary road, long term needed
Hydrology	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	Route has little or no impact on resource
Wash	Cross
Soils	Route Subject to Erosion Concerns
Elk (MIS)	Substantial Summer Range

Engineering: Drill pad. Wildlife Botany: U Plants.

Avoidance, Minimization or Mitigation of Impacts

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

Public Uses

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

Public Use	Primary	Secondary	Tertiary
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:

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: 30213

CM30213

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: 0.3529232 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.1E 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		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	<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	Necessary route			
Mining	Other	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Range	Drill pad			
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			
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	Provides convenient access only			
Lands: S. USGS				

Parts 212, 251, 261, and 295), agency management may need to revise the designation of this route (e.g., by utilizing adaptive management techniques, including monitoring and maintenance) in order to avoid, minimize or mitigate effects that may occur.

Other/Common Name: 30216

CM30216

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: 0.2049678 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.36S R.1E 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 **Yes**

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

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

Is the route a regional route that serves more than one planning sub-region? No

Is the route a principal means of connectivity within 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	<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	Necessary route			
Mining	Oil Well	<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	Convenient route or not needed for 5 years or more, 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			
Lands: S. USGS				

Other/Common Name: 30217

CM30217

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: 0.2950011 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.36S R.1E 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			
Lands / Special Uses	Route provides access for recreation or non-recreation special uses	<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	Necessary route			
Mining	Oil Well	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Range	Convenient route or not needed for 5 years or more, but keep prism			
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	Convenient route or not needed for 5 years or more, but leave prism			
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	Provides convenient access only			
Lands: S. USGS				

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	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	Route has little or no impact on resource	
Streams and Lakes	Within 200' of Stream(s)	
Streams and Lakes	Stream Crossing	
	Number of crossings: 1	
Wash	In	
Soils	Route Subject to Erosion Concerns	
Elk (MIS)	Substantial Summer Range	
Mule Deer (MIS)	High Year-Long Range	
	Engineering: Same as above on all	

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 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"/>	
High use (summer or winter); part of summer loop route; part of designated route 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?			
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: 30218

CM30218

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: 1.327338 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.1E 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			
Lands / Special Uses	Route provides access for recreation or non-recreation special uses	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lands / Special Uses	Necessary route			
Mining	Oil Well	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mining	Other	<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 to on-going timber sales	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Convenient route or not needed for 5 years or more, 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			
	Primary access to oil well.			

Other/Common Name: 30220

CM30220

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	
<input checked="" type="checkbox"/> Evidence of Construction: Graded in places		<input checked="" type="checkbox"/> Dual Track	Length: 0.5089304 miles
<input type="checkbox"/> Regularly Maintained		<input type="checkbox"/> Graded Track	Use Level: Low
<input checked="" type="checkbox"/> Infrequently Maintained			Maint. # (if any)
<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.1E 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			
Lands / Special Uses	Route provides access for recreation or non-recreation special uses	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lands / Special Uses	Necessary route			
Mining	Oil Well	<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 to on-going timber sales	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Convenient route or not needed for 5 years or more, but leave prism			
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	Necessary road. Provides access to lookout, helibase, large geographic area; provides a level of safety to public or firefolks			

Special Resources

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

Resource/Concern	Specifically
Engineering	Necessary road, long term needed
Hydrology	Route 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	Route has little or no impact on resource
Soils	Route Subject to Erosion Concerns
Elk (MIS)	Substantial Summer Range
Mule Deer (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"/>

Closed or low current use; alternate route available to area

Route Redundancy

Can the commercial, private-property or public uses of this route be adequately met by another route that minimizes impacts to the sensitive resources identified above or that minimizes cumulative effects on various other resources? **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: 30221

CM30221

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	
<input checked="" type="checkbox"/> Evidence of Construction: Graded in places		<input checked="" type="checkbox"/> Dual Track	Length: 0.547367 miles
<input type="checkbox"/> Regularly Maintained		<input type="checkbox"/> Graded Track	Use Level: High
<input checked="" type="checkbox"/> Infrequently Maintained			Maint. # (if any)
<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.1W 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			
Mining	Oil Well	<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	Convenient route or not needed for 5 years or more, but leave prism			
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	Necessary road. Provides access to lookout, helibase, 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)?		
Resource/Concern	Specifically	
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	Route has little or no impact on resource	
Soils	Route Subject to Erosion Concerns	
Elk (MIS)	Substantial Summer Range	
Mule Deer (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	<table style="width: 100%; border: none;"> <tr> <td style="width: 60%;"></td> <td style="width: 15%; text-align: center;">Primary</td> <td style="width: 15%; text-align: center;">Secondary</td> <td style="width: 10%; text-align: center;">Tertiary</td> </tr> </table>		Primary	Secondary	Tertiary
	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"/>		
High use (summer or winter); part of summer loop route; part of designated route system; no alternate route to destination or area					

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

Opportunities / Recommendations:		
<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 checked="" 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: 30222

CM30222

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	
<input checked="" type="checkbox"/> Evidence of Construction: Graded in places		<input checked="" type="checkbox"/> Dual Track	Length: 0.3594907 miles
<input type="checkbox"/> Regularly Maintained		<input type="checkbox"/> Graded Track	Use Level: High
<input checked="" type="checkbox"/> Infrequently Maintained			Maint. # (if any)
<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.1E 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			
Mining	Oil Well	<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	Convenient route or not needed for 5 years or more, but leave prism			
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	Necessary road. Provides access to lookout, helibase, 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)?		
Resource/Concern	Specifically	
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	Route has little or no impact on resource	
Soils	Route Subject to Erosion Concerns	
Elk (MIS)	Substantial Summer Range	
Mule Deer (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	<table style="width: 100%; border: none;"> <tr> <td style="width: 60%;"></td> <td style="width: 15%; text-align: center;">Primary</td> <td style="width: 15%; text-align: center;">Secondary</td> <td style="width: 10%; 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 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	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"/>
	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"/>														
High use (summer or winter); part of summer loop route; part of designated route system; no alternate route to destination or area																	

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

Opportunities / Recommendations:	
<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 checked="" 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: 30224

CM30224

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 type="checkbox"/> Spur	<input type="checkbox"/> ATV Route	Length: 0.5791619 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.36S R.1E 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			
Mining	Oil Well	<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	Convenient route or not needed for 5 years or more, but leave prism			
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	Necessary road. Provides access to lookout, helibase, large geographic area; provides a level of safety to public or firefolks			

Special Resources

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

Resource/Concern	Specifically
Engineering	Necessary road, long term needed
Hydrology	Route 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	Route has little or no impact on resource
Soils	Route Subject to Erosion Concerns
Elk (MIS)	Substantial Summer Range
Mule Deer (MIS)	High Year-Long Range
	Engineering: Fire RRP

Avoidance, Minimization or Mitigation of Impacts

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

Public Uses

Does this route contribute to recreational opportunities, route 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"/>

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

Route Redundancy

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

The route is utilized for the following:

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

Opportunities / Recommendations:

Close Limit* Open*

Limits:

- Limit User
 - Motorized Administrative use (including Federal, State and Local emergency regulatory enforcement and monitoring uses)
 - Ranching Allotment Permittee
 - Mining Permittee
 - Utility Right-of-Way / Permittee
 - Special Event Permittee
 - Other Permittee
 - Private Property Access

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

Other/Common Name: 30225

CM30225

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: 0.7303383 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.36S R.1E 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 **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	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	Convenient route or not needed for 5 years or more, 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	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	Route has little or no impact on resource
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing
	Number of crossings: 1
Wash	Cross
Soils	Route Subject to Erosion Concerns
Elk (MIS)	Substantial Summer Range
Mule Deer (MIS)	High Year-Long Range
	Engineering: Fire RRP

Avoidance, Minimization or Mitigation of Impacts

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

Public Uses

Does this route contribute to recreational opportunities, route 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 checked="" type="checkbox"/>	<input type="checkbox"/>
Motorized Use Generally	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

Route Redundancy

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

The route is utilized for the following:

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

Opportunities / Recommendations:

Close Limit* Open*

Limits:

Limit User

Motorized Administrative use (including Federal, State and Local emergency regulatory enforcement and monitoring uses)

Ranching Allotment Permittee

Mining Permittee

Utility Right-of-Way / Permittee

Special Event Permittee

Other Permittee

Private Property Access

*Over time, the use of this route may result in effects to some sensitive resources. In accordance with the U.S. Forest Service's Final Rule for off-highway vehicle use on Forest Service land issued in November 2005 (Title 36 of the Code of Federal Regulations

Parts 212, 251, 261, and 295), agency management may need to revise the designation of this route (e.g., by utilizing adaptive management techniques, including monitoring and maintenance) in order to avoid, minimize or mitigate effects that may occur.

Other/Common Name: 30236

CM30236

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	
<input checked="" type="checkbox"/> Evidence of Construction: Graded in places		<input checked="" type="checkbox"/> Dual Track	Length: 0.4317315 miles
<input type="checkbox"/> Regularly Maintained		<input type="checkbox"/> Graded Track	Use Level: Low
<input checked="" type="checkbox"/> Infrequently Maintained			Maint. # (if any)
<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.1E 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	Convenient route or not needed for 5 years or more, 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		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	
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 Streams and Lakes	Route has little or no impact on resource Within 200' of Stream(s)	
Wash	Proximate	
Soils	Route Subject to Erosion Concerns	
Elk (MIS)	Substantial Summer Range	
Mule Deer (MIS)	High Year-Long Range	
Engineering: U - ALL		

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

Public Uses			
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: 30243

CM30243

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: 0.2996435 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.36S R.1E 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			
Mining Range	Oil Well	<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	Convenient route or not needed for 5 years or more, but leave prism			
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	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)?		
Resource/Concern	Specifically	
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	Route has little or no impact on resource	
Soils	Route Subject to Erosion Concerns	
Elk (MIS)	Substantial Summer Range	
Mule Deer (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"/>
High use (summer or winter); part of summer loop route; part of designated route system; no alternate route to destination or area			

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

Opportunities / Recommendations:		
<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: 30246

CM30246

Facilitator(s): Nate Holland
 Team Members:

<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	
<input checked="" type="checkbox"/> Evidence of Construction: Graded in places		<input checked="" type="checkbox"/> Dual Track	Length: 0.6718056 miles
<input type="checkbox"/> Regularly Maintained		<input type="checkbox"/> Graded Track	Use Level: High
<input checked="" type="checkbox"/> Infrequently Maintained			Maint. # (if any)
<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.1E S.

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	Convenient route or not needed for 5 years or more, but keep prism			
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	Convenient route or not needed for 5 years or more, 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		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	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	Route has little or no impact on resource	
Streams and Lakes	Within 200' of Stream(s)	
Streams and Lakes	Stream Crossing	
	Number of crossings: 2	
Wash	Cross	
Soils	Route Subject to Erosion Concerns	
Elk (MIS)	Substantial Summer Range	
Mule Deer (MIS)	High Year-Long Range	
	Engineering: Hydro	

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

Public Uses			
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Hunting	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
OHV Touring	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
High use (summer or winter); part of summer loop route; part of designated route system; no alternate route to destination or area			

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

Opportunities / Recommendations:		
<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: 30250

CM30250

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: 0.1084672 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.36S R.1E 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			
Mining	Oil Well	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mining	Other	<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	Convenient route or not needed for 5 years or more, 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			
	Primary access to oil well.			

Special Resources

Might the continued use of this route impact State or Federal special status species or their habitat or cultural or any other specially-protected resources 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	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	Route has little or no impact on resource
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Elk (MIS)	Substantial Summer Range
Mule Deer (MIS)	High Year-Long Range

Engineering: RRP Hydro

Avoidance, Minimization or Mitigation of Impacts

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

Public Uses

Does this route contribute to recreational opportunities, route 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"/>

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

Route Redundancy

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

The route is utilized for the following:

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

Opportunities / Recommendations:

Close Limit* Open*

Limits:

- Limit User
 - Motorized Administrative use (including Federal, State and Local emergency regulatory enforcement and monitoring uses)
 - Ranching Allotment Permittee
 - Mining Permittee
 - Utility Right-of-Way / Permittee
 - Special Event Permittee
 - Other Permittee
 - Private Property Access

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

Other/Common Name: 30256

CM30256

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: 0.2912792 miles |
| <input type="checkbox"/> Evidence of Construction | | <input checked="" type="checkbox"/> Dual Track | Use Level: High |
| <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: Closed-Basic Custodial Care.

Maintenance Level: 1 - BASIC CUSTODIAL CARE (CLOSED)
 Township and Range: T.36S R.1E 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			
Mining	Oil Well	<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	Convenient route or not needed for 5 years or more, 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	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	Route has little or no impact on resource
Soils	Route Subject to Erosion Concerns
Elk (MIS)	Substantial Summer Range
Mule Deer (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?			
	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"/>
High use (summer or winter); part of summer loop route; part of designated route system; no alternate route to destination or area			

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

Opportunities / Recommendations:		
<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 checked="" 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: 30257

CM30257

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	
<input checked="" type="checkbox"/> Evidence of Construction: Graded in places		<input checked="" type="checkbox"/> Dual Track	Length: 0.5710981 miles
<input type="checkbox"/> Regularly Maintained		<input type="checkbox"/> Graded Track	Use Level: High
<input checked="" type="checkbox"/> Infrequently Maintained			Maint. # (if any)
<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.1E 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			
Mining Range	Oil Well	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Convenient route or not needed for 5 years or more, but keep prism			
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	Convenient route or not needed for 5 years or more, but leave prism			
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	Provides convenient access only			

Special Resources

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

Resource/Concern	Specifically
Engineering	Necessary road, long term needed
Hydrology	Route impacts channels, floodplains 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	Route has little or no impact on resource
Streams and Lakes	Within 200' of Stream(s)
Wash	In
Soils	Route Subject to Erosion Concerns
Elk (MIS)	Substantial Summer Range
Mule Deer (MIS)	High Year-Long Range

Engineering: RRP Hydro and Range

Avoidance, Minimization or Mitigation of Impacts

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

Public Uses

Does this route contribute to recreational opportunities, route 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"/>

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

Route Redundancy

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

The route is utilized for the following:

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

Opportunities / Recommendations:

Close Limit* Open*

Limits:

- Limit User
 - Motorized Administrative use (including Federal, State and Local emergency regulatory enforcement and monitoring uses)
 - Ranching Allotment Permittee
 - Mining Permittee
 - Utility Right-of-Way / Permittee
 - Special Event Permittee
 - Other Permittee
 - Private Property Access

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

Other/Common Name: 30258

CM30258

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: 0.7050368 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.36S R.1E 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		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 to private or other agency land	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lands / Special Uses	Necessary route			
Mining	Oil Well	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Range	Convenient route or not needed for 5 years or more, but keep prism			
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	Convenient route or not needed for 5 years or more, but leave prism			
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	Provides convenient access only			

Special Resources

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

Resource/Concern	Specifically
Engineering	Necessary road, long term needed
Hydrology	Route impacts channels, floodplains 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	Route has little or no impact on resource
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing
	Number of crossings: 1
Wash	Cross
Soils	Route Subject to Erosion Concerns
Elk (MIS)	Substantial Summer Range
Mule Deer (MIS)	High Year-Long Range
	Engineering: Fire, Lands

Avoidance, Minimization or Mitigation of Impacts

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

Public Uses

Does this route contribute to recreational opportunities, route 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"/>

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

Route Redundancy

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

The route is utilized for the following:

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

Opportunities / Recommendations:

Close Limit* Open*

Limits:

Limit User

Motorized Administrative use (including Federal, State and Local emergency regulatory enforcement and monitoring uses)

Ranching Allotment Permittee

Mining Permittee

Utility Right-of-Way / Permittee

Special Event Permittee

Other Permittee

Private Property Access

*Over time, the use of this route may result in effects to some sensitive resources. In accordance with the U.S. Forest Service's Final Rule for off-highway vehicle use on Forest Service land issued in November 2005 (Title 36 of the Code of Federal Regulations

Parts 212, 251, 261, and 295), agency management may need to revise the designation of this route (e.g., by utilizing adaptive management techniques, including monitoring and maintenance) in order to avoid, minimize or mitigate effects that may occur.

Other/Common Name: 30266

CM30266

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: 0.1482876 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: Closed-Basic Custodial Care.

Maintenance Level: 1 - BASIC CUSTODIAL CARE (CLOSED)
 Township and Range: T.36S R.1E S.3

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

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

Access / Uses		Primary	Secondary	Tertiary
Uses	Specifically			
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			
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	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)?

Resource/Concern	Specifically
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 habitat or security
Wildlife / Botany	Route could be closed to enhance habitat, effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Wilderness/Roadless	Route has little or no impact on resource
Soils	Route Subject to Erosion Concerns
Elk (MIS)	Substantial Summer Range
Goshawk (MIS) (TES)	In or Through Territory
Mule Deer (MIS)	High Year-Long Range
Wild Turkey (MIS)	High Year-Long Range

Engineering: U - ALL. Wildlife Botany: N. Goshawks.

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

Public Uses							
Does this route 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="padding-right: 20px;">Primary</td> <td style="padding-right: 20px;">Secondary</td> <td>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> </table>	Primary	Secondary	Tertiary	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Primary	Secondary	Tertiary					
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>					
Hunting							

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

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 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).		

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

Other/Common Name: 30267

CM30267

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: 0.4529367 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:	<input type="checkbox"/> BLM	<input checked="" type="checkbox"/> USFS	<input type="checkbox"/> State
		<input type="checkbox"/> Military	<input type="checkbox"/> Private
			<input type="checkbox"/> Other:
Additional Information:	Closed-Basic Custodial Care. Closed or low current use; alternate route available to area.		
Maintenance Level:	1 - BASIC CUSTODIAL CARE (CLOSED)		
Township and Range:	T.36S R.1E 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			
Lands / Special Uses	Route not necessary			
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
Might the continued use of this route impact State or Federal special status species or their habitat or cultural or 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	Necessary road, long term needed	
Wildlife / Botany	Route encroaches on a sensitive area or impact TES/MIS species	
Wildlife / Botany	Route impacts specific wildlife habitat or security	
Wildlife / Botany	Route could be closed to enhance habitat, effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.	
Wilderness/Roadless	Route has little or no impact on resource	
Streams and Lakes	Within 200' of Stream(s)	
Wash	Proximate	
Elk (MIS)	Substantial Summer Range	
Goshawk (MIS) (TES)	In or Through Post Fledgling Area	
Mule Deer (MIS)	High Year-Long Range	
Wild Turkey (MIS)	High Year-Long Range	
	Wildlife Botany: N. Goshawks PFA	

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

Public Uses							
Does this route 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="display: inline-table; border: none;"> <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> </table>	Primary	Secondary	Tertiary	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Primary	Secondary	Tertiary					
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>					
Hunting							
Closed or low current use; alternate route available to area							

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

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: 30272

CM30272

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: 3.127269 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.36S R.1E S.11

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

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

Access / Uses		Primary	Secondary	Tertiary
Uses	Specifically			
Administrative Uses	Administrative Site	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mining	Oil company's headquarters	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mining	Oil Well	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mining	Other	<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	Convenient route or not needed for 5 years or more, but leave prism			
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	Necessary road. Provides access to lookout, helibase, large geographic area; provides a level of safety to public or firefolks			
	Primary access to oil well.			

Special Resources

Might the continued use of this route impact State or Federal special status species or their habitat or cultural or any other specially-protected resources 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	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	Route has little or no impact on resource
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing
	Number of crossings: 2
Wash	In
Wash	Cross
Soils	Route Subject to Erosion Concerns
Elk (MIS)	Substantial Summer Range
Mule Deer (MIS)	High Year-Long Range
Wild Turkey (MIS)	High Year-Long Range

Avoidance, Minimization or Mitigation of Impacts

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

Public Uses

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

Public Use	Primary	Secondary	Tertiary
ATV Use	<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"/>

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

Route Redundancy

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

The route is utilized for the following:

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

Opportunities / Recommendations:

Close Limit* Open*

Open to All Uses

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

Other/Common Name: 30457

CM30457

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: 8.554007 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 Route designation applies only to those portions of the route located on public land.
Information:

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
Township and Range: T.36S R.1E S.17

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

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

Other Access / Uses

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

Access / Uses				
Uses	Specifically	Primary	Secondary	Tertiary
Commercial Ranching Facility	Cattleguard	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Commercial Ranching Facility	Corral / Handling Pen	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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	Tank	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lands / Special Uses	Route provides access for recreation or non-recreation special uses	<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	Necessary route			
Mining	Other	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Access to oil wells			
Range	Road accesses permittee camps, water developments, or other improvements	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Range	The route aids or hinders (ie. gates being left open) livestock management	<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	Convenient route or not needed for 5 years or more, but leave prism			
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	Necessary road. Provides access to lookout, helibase, large geographic area; provides a level of safety to public or firefolks			
Range: Aids livestock management.				

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	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 habitat or security	
Wildlife / Botany	Route could be closed to enhance habitat, effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.	
Wilderness/Roadless Streams and Lakes	Route has little or no impact on resource	
Streams and Lakes	Within 200' of Stream(s)	
	Stream Crossing	
	Number of crossings: 7	
Wash	In	
Wash	Cross	
Wash	Proximate	
Soils	Route Subject to Erosion Concerns	
Elk (MIS)	Substantial Summer Range	
Mule Deer (MIS)	High Year-Long Range	
Wild Turkey (MIS)	High Year-Long Range	
Wildlife Botany: B. Cane by Highway. W Range		

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

Public Uses			
Does this route contribute to recreational opportunities, route 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"/>
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mountain Biking	<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?		
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: 30459

CM30459

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: 3.603055 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.1E 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		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			
Commercial Ranching Facility	Pond, Reservoir	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Lands / Special Uses	Route provides access for recreation or non-recreation special uses	<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	Necessary route			
Mining	Oil Well	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Range	The route aids or hinders (ie. gates being left open) livestock management	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Range	Aids livestock management.			
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	Convenient route or not needed for 5 years or more, but leave prism			
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	Necessary road. Provides access to lookout, helibase, large geographic area; provides a level of safety to public or firefolks			
	Range: Aids livestock management.			

Special Resources

Might the continued use of this route impact State or Federal special status species or their habitat or cultural or any other specially-protected resources 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 has little/no impact on wildlife habitat and/or habitat effectiveness.
Wilderness/Roadless	Route has little or no impact on resource
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
Elk (MIS)	Substantial Summer Range
Mule Deer (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 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"/>
Medium to heavy (summer or winter use)			

Route Redundancy

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

The route is utilized for the following:

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

Opportunities / Recommendations:

Close Limit* Open*

Limits:

- Limit 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: 30679

CM30679

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: 1.410482 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: Closed-Basic Custodial Care.

Maintenance Level: 1 - BASIC CUSTODIAL CARE (CLOSED)
 Township and Range: T.37S R.1E 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			
Lands / Special Uses	Route provides convenient access			
Range	The route aids or hinders (ie. gates being left open) livestock management	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Range	Aids livestock management.			
Vegetation (Timber and Fuels) - Sales and Management	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"/>
Wildland Fire	Convenient route or not needed for 5 years or more, but leave prism			
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	Necessary road. Provides access to lookout, helibase, large geographic area; provides a level of safety to public or firefolks			
	Range: Aids livestock management.			

Other/Common Name: 30686

CM30686

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: 0.6966779 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: Closed-Basic Custodial Care.

Proposal(s):		
Proposed By	Proposed Designation	Proposal Comments
District Staff	Limit	limit to admin for timber access.

Maintenance Level: 1 - BASIC CUSTODIAL CARE (CLOSED)
 Township and Range: T.37S R.1E S.10

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

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

Access / Uses		Primary	Secondary	Tertiary
Uses	Specifically			
Lands / Special Uses Range	Route provides convenient access Convenient route or not needed for 5 years or more, but keep prism			
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	Convenient route or not needed for 5 years or more, 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 not needed for 5 years or more, 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 impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance habitat, effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Wilderness/Roadless	Route has little or no impact on resource
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing
	Number of crossings: 1
Wash	Cross
Soils	Route Subject to Erosion Concerns
Elk (MIS)	Substantial Summer Range
Mule Deer (MIS)	High Year-Long Range
Wild Turkey (MIS)	High Year-Long Range
	Wildlife Botany: Turkey

Avoidance, Minimization or Mitigation of Impacts

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

Public Uses

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

Public Use	Primary	Secondary	Tertiary
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*

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: 30695

CM30695

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: 0.1045221 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:	<input type="checkbox"/> BLM	<input checked="" type="checkbox"/> USFS	<input type="checkbox"/> State
		<input type="checkbox"/> Military	<input type="checkbox"/> Private
			<input type="checkbox"/> Other:
Additional Information:	Closed-Basic Custodial Care.		

Proposal(s):		
Proposed By	Proposed Designation	Proposal Comments
District Staff	Limit	limit to admin for timber access.

Maintenance Level: 1 - BASIC CUSTODIAL CARE (CLOSED)
Township and Range: T.37S R.1E S.11

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

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

Access / Uses		Primary	Secondary	Tertiary
Uses	Specifically			
Lands / Special Uses	Route provides convenient access			
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	Convenient route or not needed for 5 years or more, but leave prism			
Wildland Fire	Provides convenient access only			

Special Resources

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

Resource/Concern	Specifically
Engineering	Route is duplicated within 0.5 mile
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 habitat or security
Wildlife / Botany	Route could be closed to enhance habitat, effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Wilderness/Roadless	Route has little or no impact on resource
Soils	Route Subject to Erosion Concerns
Elk (MIS)	Substantial Summer Range
Mule Deer (MIS)	High Year-Long Range
Wild Turkey (MIS)	High Year-Long Range

Wildlife Botany: Turkey

Avoidance, Minimization or Mitigation of Impacts

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

Public Uses

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

Public Use	Primary	Secondary	Tertiary
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

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? **Yes**

If yes, how?

Route CM30710 and route CM31486

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: 30710

CM30710

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: 0.6271042 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: Closed-Basic Custodial Care.

Proposal(s):		
Proposed By	Proposed Designation	Proposal Comments
District Staff	Limit	limit to admin for timber access.

Maintenance Level: 1 - BASIC CUSTODIAL CARE (CLOSED)
 Township and Range: T.37S R.1E S.11

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

Other Access / Uses		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	Convenient route or not needed for 5 years or more, but keep prism			
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	Convenient route or not needed for 5 years or more, but leave prism			
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	Provides convenient access only			

Special Resources

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

Resource/Concern	Specifically
Engineering	Necessary road, long term needed
Hydrology	Route impacts channels, floodplains 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 habitat or security
Wildlife / Botany	Route could be closed to enhance habitat, effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Wilderness/Roadless	Route has little or no impact on resource
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing
	Number of crossings: 1
Wash	Cross
Soils	Route Subject to Erosion Concerns
Elk (MIS)	Substantial Summer Range
Mule Deer (MIS)	High Year-Long Range
Wild Turkey (MIS)	High Year-Long Range
	Wildlife Botany: Turkey

Avoidance, Minimization or Mitigation of Impacts

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

Public Uses

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

Public Use	Primary	Secondary	Tertiary
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*

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: 30738

CM30738

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: 1.206412 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.37S R.1E S.11

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

Other Access / Uses **Yes**

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

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

Is the route a regional route that serves more than one planning sub-region? No

Is the route a principal means of connectivity within 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	The route aids or hinders (ie. gates being left open) livestock management	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Range	Aids livestock management			
Range	Convenient route or not needed for 5 years or more, but keep prism			
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	Convenient route or not needed for 5 years or more, but leave prism			
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	Necessary road. Provides access to lookout, helibase, large geographic area; provides a level of safety to public or firefolks			
	Range: Aids livestock management.			

Special Resources

Might the continued use of this route impact State or Federal special status species or their habitat or cultural or any other specially-protected resources 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	Route contributes to erosion or slope failure
Hydrology	Moderate risk to soil & water resources
Wildlife / Botany	Route encroaches on a sensitive area or impact TES/MIS species
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance habitat, effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Wilderness/Roadless	Route has little or no impact on resource
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing
	Number of crossings: 2
Wash	Cross
Soils	Route Subject to Erosion Concerns
Elk (MIS)	Substantial Summer Range
Mule Deer (MIS)	High Year-Long Range
Wild Turkey (MIS)	High Year-Long Range
Other Wildlife	Other
	Wildlife Botany: Turkey

Avoidance, Minimization or Mitigation of Impacts

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

Public Uses

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

Public Use	Primary	Secondary	Tertiary
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

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? **Yes**

If yes, how?

Route CM30679

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: 30761

CM30761

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	
<input checked="" type="checkbox"/> Evidence of Construction: Graded in places		<input checked="" type="checkbox"/> Dual Track	Length: 0.3265778 miles
<input type="checkbox"/> Regularly Maintained		<input type="checkbox"/> Graded Track	Use Level: Low
<input checked="" type="checkbox"/> Infrequently Maintained			Maint. # (if any)
<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.37S R.1E S.11

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

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

Access / Uses		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	Convenient route or not needed for 5 years or more, but leave prism			
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	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	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	Route has little or no impact on resource	
Streams and Lakes	Within 200' of Stream(s)	
Streams and Lakes	Stream Crossing	
	Number of crossings: 1	
Wash	In	
Soils	Route Subject to Erosion Concerns	
Elk (MIS)	Substantial Summer Range	
Mule Deer (MIS)	High Year-Long Range	
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	
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?		No
The route is utilized for the following:		
Commercial / Administrative	Yes	
Private Property	No	
Public Uses	Yes	
Other	No	

Route Redundancy	Yes
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?	Yes
If yes, how?	
Route CM31486	

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: 30856

CM30856

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	Length: 21.12397 miles
<input 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: High
<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: 3 - SUITABLE FOR PASSENGER CARS
 Township and Range: T.37S R.1E 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			
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"/>
Commercial Ranching Facility	Pond, Reservoir	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Commercial Ranching Facility	Range Pipeline	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mining	Oil Well	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Range	The route aids or hinders (ie. gates being left open) livestock management	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Range	Aids livestock management.			
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	Convenient route or not needed for 5 years or more, but leave prism			
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	Necessary road. Provides access to lookout, helibase, large geographic area; provides a level of safety to public or firefolks			
	Range: Aids livestock management.			

Special Resources

Might the continued use of this route impact State or Federal special status species or their habitat or cultural or any other specially-protected resources 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	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	Route has little or no impact on resource
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing
	Number of crossings: 1
Wash	In
Soils	Route Subject to Erosion Concerns
Elk (MIS)	Substantial Summer Range
Mule Deer (MIS)	High Year-Long Range
Wild Turkey (MIS)	High Year-Long Range

Avoidance, Minimization or Mitigation of Impacts

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

Public Uses

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

Public Use	Primary	Secondary	Tertiary
Route has unique destination and/or provide a satisfying experience for its type and setting (ie. good scenery, overlook, campsite, historical site, water body)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Route provides an opportunity to improve a trail system (motorized or non-motorized) 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"/>
Equestrian	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Hunting	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Motorcycle Use	<input type="checkbox"/>	<input checked="" 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"/>

Route Redundancy

Can the commercial, private-property or public uses of this route be adequately met by another route that minimizes impacts to the sensitive resources identified above or that minimizes cumulative effects on various other resources? **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: 30883

CM30883

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: 0.2950977 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.1E 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			
Mining	Oil Well	<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	Convenient route or not needed for 5 years or more, but leave prism			
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	Necessary road. Provides access to lookout, helibase, large geographic area; provides a level of safety to public or firefolks			

Special Resources

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

Resource/Concern	Specifically
Engineering	Necessary road, long term needed
Hydrology	Route 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	Route has little or no impact on resource
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing
	Number of crossings: 1
Wash	Cross
Soils	Route Subject to Erosion Concerns
Elk (MIS)	Substantial Summer Range
Mule Deer (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"/>

Route Redundancy

Can the commercial, private-property or public uses of this route be adequately met by another route that minimizes impacts to the sensitive resources identified above or that minimizes cumulative effects on various other resources? **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: 30939

CM30939

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: 0.4700903 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: Closed-Basic Custodial Care.

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

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

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

Access / Uses		Primary	Secondary	Tertiary
Uses	Specifically			
Mining	Oil Well	<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	Convenient route or not needed for 5 years or more, but leave prism			
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	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)?		
Resource/Concern	Specifically	
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	Route has little or no impact on resource	
Streams and Lakes	Within 200' of Stream(s)	
Streams and Lakes	Stream Crossing	
	Number of crossings: 2	
Wash	In	
Wash	Proximate	
Soils	Route Subject to Erosion Concerns	
Elk (MIS)	Substantial Summer Range	
Mule Deer (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	<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> </table>	Primary	Secondary	Tertiary	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Primary	Secondary	Tertiary					
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>					
Hunting							

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

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?	
Yes	
If yes, how?	
The portion of route CM30939 which is under USFS jurisdiction is redundant to the open portion of route 30939 which is under BLM jurisdiction.	

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 checked="" 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: 30946

CM30946

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: 0.592029 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.1E 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	Convenient route or not needed for 5 years or more, but leave prism			
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	Necessary road. Provides access to lookout, helibase, 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)?		
Resource/Concern	Specifically	
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	Route has little or no impact on resource	
Soils	Route Subject to Erosion Concerns	
Elk (MIS)	Substantial Summer Range	
Mule Deer (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?			
	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 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).		

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

Other/Common Name: 30967

CM30967

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: 1.735114 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.1E 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			
Mining	Oil Well	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mining	Other	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Range	Oil pipeline pump station.			
	The route aids or hinders (ie. gates being left open) livestock management	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Range	Aids			
	Necessary route, long term needed			
Vegetation (Timber and Fuels) - Sales and Management	Convenient route or not needed for 5 years or more, but leave prism			
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	Provides convenient access only			
Range: Aids livestock management.				

Special Resources

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

Resource/Concern	Specifically
Engineering	Route is duplicated within 0.5 mile
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	Route has little or no impact on resource
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing
	Number of crossings: 48
Wash	In
Wash	Cross
Soils	Route Subject to Erosion Concerns
Elk (MIS)	Substantial Summer Range
Mule Deer (MIS)	High Year-Long Range
	Engineering: Unknown

Avoidance, Minimization or Mitigation of Impacts

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

Public Uses

Does this route contribute to recreational opportunities, route 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*

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: 31486

CM31486

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: 1.973275 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.37S R.1E 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		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			
Commercial Ranching Facility	Range Pipeline	<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"/>
Commercial Ranching Facility	Well	<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	The route aids or hinders (ie. gates being left open) livestock management	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Range	Aids livestock management.			
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	Convenient route or not needed for 5 years or more, but leave prism			
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	Necessary road. Provides access to lookout, helibase, large geographic area; provides a level of safety to public or firefolks			
	Range: Aids livestock management.			

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	Moderate risk to soil & water resources	
Wildlife / Botany	Route encroaches on a sensitive area or impact TES/MIS species	
Wildlife / Botany	Route impacts specific wildlife habitat or security	
Wildlife / Botany	Route could be closed to enhance habitat, effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.	
Wilderness/Roadless	Route has little or no impact on resource	
Streams and Lakes	Within 200' of Stream(s)	
Streams and Lakes	Stream Crossing	
	Number of crossings: 33	
Wash	In	
Wash	Cross	
Soils	Route Subject to Erosion Concerns	
Elk (MIS)	Substantial Summer Range	
Mule Deer (MIS)	High Year-Long Range	
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 has unique destination and/or provide a satisfying experience for its type and setting (ie. good scenery, overlook, campsite, historical site, water body)		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Route provides an opportunity to improve a trail system (motorized or non-motorized) 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 checked="" type="checkbox"/>	<input type="checkbox"/>
Hiking		<input checked="" type="checkbox"/>	<input 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"/>
Trailheads		<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"/>

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 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: 31486A

CM31486A

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: 0.6907353 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.37S R.1E 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			
Commercial Ranching Facility	Range Pipeline	<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"/>
Commercial Ranching Facility	Well	<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	The route aids or hinders (ie. gates being left open) livestock management	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Range	Aids livestock management.			
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	Convenient route or not needed for 5 years or more, but leave prism			
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	Necessary road. Provides access to lookout, helibase, large geographic area; provides a level of safety to public or firefolks			
	Range: Aids livestock management.			

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	Moderate risk to soil & water resources	
Wildlife / Botany	Route encroaches on a sensitive area or impact TES/MIS species	
Wildlife / Botany	Route impacts specific wildlife habitat or security	
Wildlife / Botany	Route could be closed to enhance habitat, effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.	
Wilderness/Roadless	Route has little or no impact on resource	
Streams and Lakes	Within 200' of Stream(s)	
Streams and Lakes	Stream Crossing	
	Number of crossings: 33	
Wash	In	
Wash	Cross	
Soils	Route Subject to Erosion Concerns	
Elk (MIS)	Substantial Summer Range	
Mule Deer (MIS)	High Year-Long Range	
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?				
Public Use		Primary	Secondary	Tertiary
Route has unique destination and/or provide a satisfying experience for its type and setting (ie. good scenery, overlook, campsite, historical site, water body)		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Route provides an opportunity to improve a trail system (motorized or non-motorized) 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 checked="" type="checkbox"/>	<input type="checkbox"/>
Hiking		<input checked="" type="checkbox"/>	<input 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"/>
Trailheads		<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"/>

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 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: 31517

CM31517

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: 0.3949104 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:

Proposal(s):	Proposed By	Proposed Designation	Proposal Comments
	District Staff	Limit	limit to admin for timber access.

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
 Township and Range: T.36S R.1E 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		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	Convenient route or not needed for 5 years or more, but keep prism			
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	Convenient route or not needed for 5 years or more, 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	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 impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance habitat, effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Wilderness/Roadless	Route has little or no impact on resource
Soils	Route Subject to Erosion Concerns
Elk (MIS)	Substantial Summer Range
Mule Deer (MIS)	High Year-Long Range
Wild Turkey (MIS)	High Year-Long Range

Wildlife Botany: Turkey

Avoidance, Minimization or Mitigation of Impacts

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

Public Uses

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

Public Use	Primary	Secondary	Tertiary
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: 31518

CM31518

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: 0.5235234 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:

Proposal(s):	Proposed By	Proposed Designation	Proposal Comments
	District Staff	Closed	close this route- G4003 is main route.

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
 Township and Range: T.36S R.1E 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		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	Convenient route or not needed for 5 years or more, but keep prism			
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	Convenient route or not needed for 5 years or more, 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	Route is duplicated within 0.5 mile
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 impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance habitat, effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Wilderness/Roadless	Route has little or no impact on resource
Soils	Route Subject to Erosion Concerns
Elk (MIS)	Substantial Summer Range
Goshawk (MIS) (TES)	In or Through Post Fledgling Area
Mule Deer (MIS)	High Year-Long Range
Wild Turkey (MIS)	High Year-Long Range

Wildlife Botany: No. Goshawk. PFA

Avoidance, Minimization or Mitigation of Impacts

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

Public Uses

Does this route contribute to recreational opportunities, route 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: 31519

CM31519

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: 0.2601417 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:	<input type="checkbox"/> BLM	<input checked="" type="checkbox"/> USFS	<input type="checkbox"/> State
		<input type="checkbox"/> Military	<input type="checkbox"/> Private
			<input type="checkbox"/> Other:
Additional Information:	Closed-Basic Custodial Care. Currently a non-motorized trail, has motorized potential		
Maintenance Level:	1 - BASIC CUSTODIAL CARE (CLOSED)		
Township and Range:	T.36S R.1E S.		
Trail Number (if any):	34005		

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

Other Access / Uses		
Does the route provide other commercial or administrative access / uses?		Yes
Does the route provide commercial, private property, or administrative access (e.g. via prescriptive or vested rights)?	Yes	
Is the route a regional route that serves more than one planning sub-region?	No	
Is the route a principal means of connectivity within 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	Pond, Reservoir	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Commercial Ranching Facility	Range Pipeline	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Commercial Ranching Facility	Spring Head Works	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Commercial Ranching Facility	Trough	<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	The route aids or hinders (ie. gates being left open) livestock management	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Range	Aids livestock management.			
Range	Necessary route, long term needed			
Vegetation (Timber and Fuels) - Sales and Management	Convenient route or not needed for 5 years or more, but leave prism			
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	Provides convenient access only			
	Range: Aids livestock management.			

Special Resources

Might the continued use of this route impact State or Federal special status species or their habitat or cultural or any other specially-protected resources 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
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 habitat or security
Wildlife / Botany	Route could be closed to enhance habitat, effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Wilderness/Roadless	Route has little or no impact on resource
Soils	Route Subject to Erosion Concerns
Elk (MIS)	Substantial Summer Range
Goshawk (MIS) (TES)	In or Through Post Fledgling Area
Mule Deer (MIS)	High Year-Long Range
Wild Turkey (MIS)	High Year-Long Range

Engineering: Unknown. Wildlife Botany: No. Goshawk. PFA.

Avoidance, Minimization or Mitigation of Impacts

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

Public Uses

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

Public Use	Primary	Secondary	Tertiary
Route has unique destination and/or provide a satisfying experience for its type and setting (ie. good scenery, overlook, campsite, historical site, water body)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Route provides an opportunity to improve a trail system (motorized or non-motorized) 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"/>
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"/>
Hiking	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Hunting	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Motorized Use Generally	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Recreation: Currently a non-motorized trail has motorized potential

Route Redundancy

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

The route is utilized for the following:

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

Other/Common Name: 31520

CM31520

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: 0.4650578 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.1E S.34
 Trail Number (if any): 34005

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

Other Access / Uses	
Does the route provide other commercial or administrative access / uses?	Yes
Does the route provide commercial, private property, or administrative access (e.g. via prescriptive or vested rights)?	Yes
Is the route a regional route that serves more than one planning sub-region?	No
Is the route a principal means of connectivity within 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	Road accesses permittee camps, water developments, or other improvements	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Range	The route aids or hinders (ie. gates being left open) livestock management	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Range	Aids livestock management			
Vegetation (Timber and Fuels) - Sales and Management	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"/>
Wildland Fire	Convenient route or not needed for 5 years or more, but leave prism			
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	Necessary road. Provides access to lookout, helibase, large geographic area; provides a level of safety to public or firefolks			
	Range: Aids livestock management.			

Special Resources

Might the continued use of this route impact State or Federal special status species or their habitat or cultural or any other specially-protected resources 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	Route contributes to erosion or slope failure
Hydrology	Moderate risk to soil & water resources
Wildlife / Botany	Route encroaches on a sensitive area or impact TES/MIS species
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Close to meet habitat effectiveness, road density standards within GA or to protect important TES/MIS habitat (eg. Nesting, breeding, roosting).
Wilderness/Roadless	Route has little or no impact on resource
Soils	Route Subject to Erosion Concerns
Elk (MIS)	Substantial Summer Range
Mule Deer (MIS)	High Year-Long Range
Wild Turkey (MIS)	High Year-Long Range

Avoidance, Minimization or Mitigation of Impacts

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

Public Uses

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

Public Use	Primary	Secondary	Tertiary
Route has unique destination and/or provide a satisfying experience for its type and setting (ie. good scenery, overlook, campsite, historical site, water body)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Route provides an opportunity to improve a trail system (motorized or non-motorized) 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"/>
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 checked="" type="checkbox"/>	<input type="checkbox"/>
Hiking	<input checked="" type="checkbox"/>	<input 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"/>

Route Redundancy

Can the commercial, private-property or public uses of this route be adequately met by another route that minimizes impacts to the sensitive resources identified above or that minimizes cumulative effects on various other resources? **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: 31521

CM31521

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: 0.7925181 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:	<input type="checkbox"/> BLM	<input checked="" type="checkbox"/> USFS	<input type="checkbox"/> State
			<input type="checkbox"/> Military
			<input type="checkbox"/> Private
			<input type="checkbox"/> Other:
Additional Information:	Closed-Basic Custodial Care.		

Proposal(s):	Proposed By	Proposed Designation	Proposal Comments
	District Staff	Limit	limit to admin for timber access.

Maintenance Level: 1 - BASIC CUSTODIAL CARE (CLOSED)
Township and Range: T.37S R.1E S.9

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

Other Access / Uses		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			
Commercial Ranching Facility Range	Fence Convenient route or not needed for 5 years or more, but keep prism	<input type="checkbox"/>	<input checked="" 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	Convenient route or not needed for 5 years or more, but leave prism			
Wildland Fire	Provides convenient access only			

Special Resources

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

Resource/Concern	Specifically
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 habitat or security
Wildlife / Botany	Route could be closed to enhance habitat, effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Wilderness/Roadless	Route has little or no impact on resource
Wash	Cross
Soils	Route Subject to Erosion Concerns
Elk (MIS)	Substantial Summer Range
Goshawk (MIS) (TES)	In or Through Territory
Mule Deer (MIS)	High Year-Long Range
Wild Turkey (MIS)	High Year-Long Range

Engineering: ? Don't know. Wildlife Botany: No. Goshawk.

Avoidance, Minimization or Mitigation of Impacts

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

Public Uses

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

Public Use	Primary	Secondary	Tertiary
Equestrian	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Hiking	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Hunting	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Trailheads	<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*

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: 31522

CM31522

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: 1.926424 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: Closed-Basic Custodial Care.

Maintenance Level: 1 - BASIC CUSTODIAL CARE (CLOSED)
 Township and Range: T.36S R.1E 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 **Yes**

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

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

Is the route a regional route that serves more than one planning sub-region? No

Is the route a principal means of connectivity within 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"/>
Commercial Ranching Facility	Pond, Reservoir	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Range	The route aids or hinders (ie. gates being left open) livestock management	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Aids livestock management.			
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	Convenient route or not needed for 5 years or more, but leave prism			
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	Provides convenient access only			
	Range: Aids livestock management.			

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 not needed for 5 years or more, 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 impacts specific wildlife habitat or security	
Wildlife / Botany	Route could be closed to enhance habitat, effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.	
Wilderness/Roadless	Route has little or no impact on resource	
Soils	Route Subject to Erosion Concerns	
Elk (MIS)	Substantial Summer Range	
Goshawk (MIS) (TES)	In or Through Territory	
Mule Deer (MIS)	High Year-Long Range	
Wild Turkey (MIS)	High Year-Long Range	
Wildlife Botany: No. Goshawk		

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 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> </table>	Primary	Secondary	Tertiary	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Primary	Secondary	Tertiary					
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>					
Hunting							

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

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:

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: 31547

CM31547

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

<input type="checkbox"/> Principal Feeder/Trunk	<input type="checkbox"/> Connector	<input type="checkbox"/> Single Track	Length: 5.174355E-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: 1 - BASIC CUSTODIAL CARE (CLOSED)

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

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

Access / Uses				
Uses	Specifically	Primary	Secondary	Tertiary
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	Convenient route or not needed for 5 years or more, but leave prism			

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	Route is duplicated within 0.5 mile	
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 habitat or security	
Wildlife / Botany	Route could be closed to enhance habitat, effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.	
Wilderness/Roadless	Route has little or no impact on resource	
Soils	Route Subject to Erosion Concerns	
Elk (MIS)	Substantial Summer Range	
Goshawk (MIS) (TES)	In or Through Territory	
Mule Deer (MIS)	High Year-Long Range	
Wild Turkey (MIS)	High Year-Long Range	
Wildlife Botany: No. Goshawk		

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

Public Uses							
Does this route 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="padding-right: 40px;">Primary</td> <td style="padding-right: 40px;">Secondary</td> <td>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> </table>	Primary	Secondary	Tertiary	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Primary	Secondary	Tertiary					
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>					
Hunting							

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

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?	
Yes	
If yes, how?	
Redundant to CM30710.	

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: 31839

CM31839

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: 2.97639 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

Official Right-of-Way or Officially-Recognized County 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			
Commercial Ranching Facility	Cattleguard	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Commercial Ranching Facility	Corral / Handling Pen	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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"/>
Range	Road accesses permittee camps, water developments, or other improvements	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Range	The route aids or hinders (ie. gates being left open) livestock management	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Range	Aids livestock management.			
Vegetation (Timber and Fuels) - Sales and Management	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	Convenient route or not needed for 5 years or more, but leave prism			
	Range: Aids livestock management.			

Special Resources

Might the continued use of this route impact State or Federal special status species or their habitat or cultural or any other specially-protected resources 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	Route contributes to erosion or slope failure
Hydrology	Moderate risk to soil & water resources
Wildlife / Botany	Route encroaches on a sensitive area or impact TES/MIS species
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance habitat, effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Wilderness/Roadless	Route has little or no impact on resource
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing
	Number of crossings: 3
Wash	Cross
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Mule Deer (MIS)	High Year-Long Range
Wild Turkey (MIS)	High Year-Long Range
	Wildlife Botany: Turkey

Avoidance, Minimization or Mitigation of Impacts

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

Public Uses

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

Public Use	Primary	Secondary	Tertiary
Route provides an opportunity to improve a trail system (motorized or non-motorized) 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"/>

Route Redundancy

Can the commercial, private-property or public uses of this route be adequately met by another route that minimizes impacts to the sensitive resources identified above or that minimizes cumulative effects on various other resources? **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: 31997

CM31997

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 | |
| <input checked="" type="checkbox"/> Evidence of Construction: Graded in places | | <input checked="" type="checkbox"/> Dual Track | Length: |
| <input type="checkbox"/> Regularly Maintained | | <input type="checkbox"/> Graded Track | Use Level: Medium |
| <input checked="" type="checkbox"/> Infrequently Maintained | | | Maint. # (if any) |
| <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.37S R.1E S.9

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

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

Access / Uses		Primary	Secondary	Tertiary
Uses	Specifically			
Commercial Ranching Facility	Cattleguard	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Commercial Ranching Facility	Fence	<input type="checkbox"/>	<input checked="" 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	The route aids or hinders (ie. gates being left open) livestock management	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Range	Aids livestock management.			
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	Convenient route or not needed for 5 years or more, but leave prism			
Wildland Fire	Provides convenient access only			
	Range: Aids livestock management.			

Special Resources

Might the continued use of this route impact State or Federal special status species or their habitat or cultural or any other specially-protected resources 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	Route contributes to erosion or slope failure
Hydrology	Moderate risk to soil & water resources
Wildlife / Botany	Route encroaches on a sensitive area or impact TES/MIS species
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wildlife / Botany	Route could be closed to enhance habitat, effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Wilderness/Roadless	Route has little or no impact on resource
Streams and Lakes	Within 200' of Stream(s)
Soils	Route Subject to Erosion Concerns
Elk (MIS)	Substantial Summer Range
Mule Deer (MIS)	High Year-Long Range
Wild Turkey (MIS)	High Year-Long Range
	Wildlife Botany: Turkey

Avoidance, Minimization or Mitigation of Impacts

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

Public Uses

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

Public Use	Primary	Secondary	Tertiary
Route has unique destination and/or provide a satisfying experience for its type and setting (ie. good scenery, overlook, campsite, historical site, water body)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Route provides an opportunity to improve a trail system (motorized or non-motorized) 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"/>
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 checked="" type="checkbox"/>	<input 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"/>

Route Redundancy

Can the commercial, private-property or public uses of this route be adequately met by another route that minimizes impacts to the sensitive resources identified above or that minimizes cumulative effects on various other resources? **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: 32177

CM32177

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: 0.2475213 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:

Proposal(s):	Proposed By	Proposed Designation	Proposal Comments
	District Staff	Limit	limit to admin for timber access.

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

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

Other Access / Uses		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	Convenient route or not needed for 5 years or more, but keep prism			
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	Convenient route or not needed for 5 years or more, but leave prism			
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	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	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 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 habitat or security	
Wildlife / Botany	Route could be closed to enhance habitat, effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.	
Wilderness/Roadless	Route has little or no impact on resource	
Soils	Route Subject to Erosion Concerns	
Elk (MIS)	Substantial Summer Range	
Mule Deer (MIS)	High Year-Long Range	
Wild Turkey (MIS)	High Year-Long Range	
	Wildlife Botany: Turkey	

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"/>

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	

Route Redundancy		Yes
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?		
If yes, how?		
Route CM30679		

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: G4002

CMG4002

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: 0.9604934 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: Route is needed. High use for eng, timber & range, low use for recreation, necessary for fire.

Maintenance Level: Unauthorized

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

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

Access / Uses		Primary	Secondary	Tertiary
Uses	Specifically			
Administrative Uses	Fire Suppression	<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	Range Pipeline	<input checked="" 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
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing
	Number of crossings: 12
Wash	In
Soils	Route Subject to Erosion Concerns
Elk (MIS)	Substantial Summer Range
Mule Deer (MIS)	High Year-Long Range
Wild Turkey (MIS)	High Year-Long Range

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

Public Uses	
Does this route contribute to recreational opportunities, route network connectivity, public safety, or other public multi-use access opportunities enumerated in agency Organic laws?	Yes
Public Use	Primary Secondary Tertiary
ATV Use	<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 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: G4003

CMG4003

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: 0.5469211 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 Needed:
 Information: Moderate use for eng, high use for timber, low use for range & rec, convenient for fire.

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District Staff	Limit	use this route instead of route 31518.

Maintenance Level: Unauthorized

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

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

Access / Uses				
Uses	Specifically	Primary	Secondary	Tertiary
Administrative Uses	Fire Suppression	<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	Necessary route, possible haul route, long term needed			
Wildland Fire	Provides convenient access only			
	Moderate use for engineering, high use for timber, low use for range, convenient for fire.			

Special Resources	
Might the continued use of this route impact State or Federal special status species or their habitat or cultural or any other specially-protected resources or objects identified by Agency planning documents, plan amendments or any other special area designations (e.g. National Monuments)?	Yes
Resource/Concern	Specifically
Elk (MIS)	Substantial Summer Range
Goshawk (MIS) (TES)	In or Through Post Fledgling Area
Mule Deer (MIS)	High Year-Long Range
Wild Turkey (MIS)	High Year-Long Range

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

Public Uses

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

Public Use	Primary	Secondary	Tertiary
ATV Use	<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"/>
Low use			

Low use for rec.

Route Redundancy

Can the commercial, private-property or public uses of this route be adequately met by another route that minimizes impacts to the sensitive resources identified above or that minimizes cumulative effects on various other resources? **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: G4004

CMG4004

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: 0.1087193 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: Unauthorized
Origin, Use and Issues: Moderate use for eng, high use for range moderate use for rec conv. for fire
Route Needed?: Yes

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

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

Access / Uses				
Uses	Specifically	Primary	Secondary	Tertiary
Range Wildland Fire	Necessary route, long term needed Provides convenient access only			
	Moderate use for engineering, high use for range moderate use for rec conv. for fire			

Special Resources		
Might the continued use of this route impact State or Federal special status species or their habitat or cultural or any other specially-protected resources or objects identified by Agency planning documents, plan amendments or any other special area designations (e.g. National Monuments)?		Yes
Resource/Concern	Specifically	
Elk (MIS)	Substantial Summer Range	
Mule Deer (MIS)	High Year-Long Range	
Wild Turkey (MIS)	High Year-Long Range	

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

Public Uses			
Does this route contribute to recreational opportunities, route network connectivity, public safety, or other public multi-use access opportunities enumerated in agency Organic laws?			Yes
Public Use	Primary	Secondary	Tertiary
ATV Use	<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"/>
Medium use rec routes			

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		

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

Other/Common Name: G4005

CMG4005

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

<input type="checkbox"/> Principal Feeder/Trunk	<input type="checkbox"/> Connector	<input type="checkbox"/> Single Track	Length: 0.3222254 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 Needed:
Information: Low use, convenient for fire.

Maintenance Level: Unauthorized

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

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

Access / Uses				
Uses	Specifically	Primary	Secondary	Tertiary
Administrative Uses	Fire Suppression	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Commercial Ranching Facility	Fence	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Commercial Ranching Facility	Other	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Exclosure			
Low use, convenient for fire.				

Special Resources	
Might the continued use of this route impact State or Federal special status species or their habitat or cultural or any other specially-protected resources or objects identified by Agency planning documents, plan amendments or any other special area designations (e.g. National Monuments)?	Yes
Resource/Concern	Specifically
Streams and Lakes	Within 200' of Stream(s)
Wash	In
Soils	Route Subject to Erosion Concerns
Elk (MIS)	Substantial Summer Range
Mule Deer (MIS)	High Year-Long Range
Wild Turkey (MIS)	High Year-Long Range

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

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

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 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: G4006

CMG4006

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: 0.6649691 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 Needed:
 Information: Moderate to high use for eng, high use for timber & range, low use for rec, convenient for fire.

Proposal(s):

Proposed By District Staff	Proposed Designation Limit	Proposal Comments limit to admin for timber access.
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Maintenance Level: Unauthorized

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

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

Access / Uses					
Uses	Specifically	Primary	Secondary	Tertiary	
Administrative Uses	Fire Suppression	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
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"/>	
Moderate to high use for engineering, high use for timber and range, convenient for fire.					

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	
Streams and Lakes	Within 200' of Stream(s)	
Wash	Proximate	
Elk (MIS)	Substantial Summer Range	
Mule Deer (MIS)	High Year-Long Range	
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?		

Public Uses

Does this route contribute to recreational opportunities, route 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"/>
Low use			

Low use for rec.
Part of proposed Canaan Mountain loop reroute.

Route Redundancy

Can the commercial, private-property or public uses of this route be adequately met by another route that minimizes impacts to the sensitive resources identified above or that minimizes cumulative effects on various other resources? **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: G4007

CMG4007

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

<input type="checkbox"/> Principal Feeder/Trunk	<input type="checkbox"/> Connector	<input type="checkbox"/> Single Track	Length: 0.1233181 miles Use Level: Medium 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 Needed.
Information: Moderate use for eng, high for timber, low for range & rec, convenient for fire.

Maintenance Level: Unauthorized

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

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

Access / Uses				
Uses	Specifically	Primary	Secondary	Tertiary
Administrative Uses	Fire Suppression	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Commercial Ranching Facility	Fence	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wildland Fire	Provides convenient access only			
Moderate use for engineering, high for timber, low for range and rec, convenient for fire.				

Special Resources		
Might the continued use of this route impact State or Federal special status species or their habitat or cultural or any other specially-protected resources or objects identified by Agency planning documents, plan amendments or any other special area designations (e.g. National Monuments)?		Yes
Resource/Concern	Specifically	
Elk (MIS)	Substantial Summer Range	
Mule Deer (MIS)	High Year-Long Range	
Wild Turkey (MIS)	High Year-Long Range	

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

Public Uses			
Does this route contribute to recreational opportunities, route network connectivity, public safety, or other public multi-use access opportunities enumerated in agency Organic laws?			Yes
Public Use	Primary	Secondary	Tertiary
ATV Use	<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"/>
Low use			
Low rec use			

Route Redundancy	Yes
Can the commercial, private-property or public uses of this route be adequately met by another route that minimizes impacts to the sensitive resources identified above or that minimizes cumulative effects on various other resources?	
If yes, how?	
Redundant to G4006.	

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: G4008

CMG4008

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

<input type="checkbox"/> Principal Feeder/Trunk	<input type="checkbox"/> Connector	<input type="checkbox"/> Single Track	Length: 9.676488E-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: Unauthorized
 Origin, Use and Issues: low use for eng, range & rec convenient for fire
 Route Needed?: Yes

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

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

Access / Uses

Uses	Specifically	Primary	Secondary	Tertiary
Administrative Uses	Fire Suppression	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wildland Fire	Provides convenient access only			
Low use for engineering, range and rec convenient for fire				

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

Resource/Concern	Specifically
Elk (MIS)	Substantial Summer Range
Mule Deer (MIS)	High Year-Long Range
Wild Turkey (MIS)	High Year-Long Range

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

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

Public Use	Primary	Secondary	Tertiary
ATV Use	<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: G4009

CMG4009

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: 0.2809377 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 Needed:
 Information: High use for eng, timber, range & rec, convenient for fire.

Proposal(s):

Proposed By District Staff	Proposed Designation Limit	Proposal Comments limit to admin for timber access.
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Maintenance Level: Unauthorized
 Trail Number (if any): 34005

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

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

Access / Uses				
Uses	Specifically	Primary	Secondary	Tertiary
Administrative Uses	Fire Suppression	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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"/>
Commercial Ranching Facility	Pond, Reservoir	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wildland Fire	Provides convenient access only			
High use for engineering, timber, range, convenient for fire.				

Special Resources		
Might the continued use of this route impact State or Federal special status species or their habitat or cultural or any other specially-protected resources or objects identified by Agency planning documents, plan amendments or any other special area designations (e.g. National Monuments)?		Yes
Resource/Concern	Specifically	
Elk (MIS)	Substantial Summer Range	
Mule Deer (MIS)	High Year-Long Range	
Wild Turkey (MIS)	High Year-Long Range	

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

Public Uses

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

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

High rec use.

Route Redundancy

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

The route is utilized for the following:

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

Opportunities / Recommendations:

Close Limit* Open*

Limits:

- Limit User
 - Motorized Administrative use (including Federal, State and Local emergency regulatory enforcement and monitoring uses)
 - Ranching Allotment Permittee
 - Mining Permittee
 - Utility Right-of-Way / Permittee
 - Special Event Permittee
 - Other Permittee
 - Private Property Access
- Limit Mode of Transportation

<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: G4009A

CMG4009A

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: 0.0882878 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 Needed:
 Information: High use for eng, timber, range & rec, convenient for fire.

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District Staff	Limit	limit to admin for timber access.

Maintenance Level: Unauthorized
 Trail Number (if any): 34005

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

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

Access / Uses				
Uses	Specifically	Primary	Secondary	Tertiary
Administrative Uses	Fire Suppression	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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"/>
Commercial Ranching Facility	Pond, Reservoir	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wildland Fire	Provides convenient access only			
High use for engineering, timber, range, convenient for fire.				

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	
Elk (MIS)	Substantial Summer Range	
Mule Deer (MIS)	High Year-Long Range	
Wild Turkey (MIS)	High Year-Long Range	

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

Public Uses

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

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

High rec use.

Route Redundancy

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

The route is utilized for the following:

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

Opportunities / Recommendations:

Close Limit* Open*

Limits:

- Limit 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: G4010

CMG4010

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

<input type="checkbox"/> Principal Feeder/Trunk	<input type="checkbox"/> Connector	<input type="checkbox"/> Single Track	Length: 0.2901528 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 Needed:
 Information: Low use for eng, range & rec, convenient for fire.

Maintenance Level: Unauthorized

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
Administrative Uses	Fire Suppression	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wildland Fire	Provides convenient access only			
Low use for engineering, range and rec, convenient for fire.				

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
Elk (MIS)	Substantial Summer Range
Mule Deer (MIS)	High Year-Long Range
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?	

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"/>

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: G4011

CMG4011

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

<input type="checkbox"/> Principal Feeder/Trunk	<input type="checkbox"/> Connector	<input type="checkbox"/> Single Track	Length: 9.042062E-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: Unauthorized
 Origin, Use and Issues: low use for eng, range & rec convenient for fire
 Route Needed?: Yes

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

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

Access / Uses					
Uses	Specifically	Primary	Secondary	Tertiary	
Administrative Uses	Fire Suppression	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Lands / Special Uses	Route provides convenient access				
	Low use for engineering, range and rec convenient for fire				

Special Resources		
Might the continued use of this route impact State or Federal special status species or their habitat or cultural or any other specially-protected resources or objects identified by Agency planning documents, plan amendments or any other special area designations (e.g. National Monuments)?		Yes
Resource/Concern	Specifically	
Elk (MIS)	Substantial Summer Range	
Mule Deer (MIS)	High Year-Long Range	
Wild Turkey (MIS)	High Year-Long Range	

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

Public Uses		
Does this route contribute to recreational opportunities, route network connectivity, public safety, or other public multi-use access opportunities enumerated in agency Organic laws?		Yes
Public Use	Primary	Secondary
ATV Use	<input type="checkbox"/>	<input type="checkbox"/>
Hunting	<input type="checkbox"/>	<input type="checkbox"/>
Motorized Use Generally	<input type="checkbox"/>	<input 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: G4012

CMG4012

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

<input type="checkbox"/> Principal Feeder/Trunk	<input type="checkbox"/> Connector	<input type="checkbox"/> Single Track	Length: 7.986978E-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:	<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:	Unauthorized		
Origin, Use and Issues:	low use for eng, range & rec convenient for fire		
Route Needed?:	Yes		

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

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

Access / Uses					
Uses	Specifically	Primary	Secondary	Tertiary	
Administrative Uses	Fire Suppression	<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
Elk (MIS)	Substantial Summer Range
Mule Deer (MIS)	High Year-Long Range
Wild Turkey (MIS)	High Year-Long Range

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

Public Uses			
Does this route contribute to recreational opportunities, route network connectivity, public safety, or other public multi-use access opportunities enumerated in agency Organic laws?			Yes
Public Use	Primary	Secondary	Tertiary
ATV Use	<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: G4013

CMG4013

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: 0.2579615 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 Needed:
 Information: Low use for eng, range & rec, convenient for fire.

Maintenance Level: Unauthorized

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

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

Access / Uses				
Uses	Specifically	Primary	Secondary	Tertiary
Administrative Uses	Fire Suppression	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wildland Fire	Provides convenient access only			
Low use for engineering, range and rec, convenient for fire.				

Special Resources		
Might the continued use of this route impact State or Federal special status species or their habitat or cultural or any other specially-protected resources or objects identified by Agency planning documents, plan amendments or any other special area designations (e.g. National Monuments)?		Yes
Resource/Concern	Specifically	
Elk (MIS)	Substantial Summer Range	
Mule Deer (MIS)	High Year-Long Range	
Wild Turkey (MIS)	High Year-Long Range	

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

Public Uses			
Does this route contribute to recreational opportunities, route network connectivity, public safety, or other public multi-use access opportunities enumerated in agency Organic laws?			Yes
Public Use	Primary	Secondary	Tertiary
ATV Use	<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: G4014

CMG4014

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

<input type="checkbox"/> Principal Feeder/Trunk	<input type="checkbox"/> Connector	<input type="checkbox"/> Single Track	Length: 3.876836E-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: Unauthorized
 Origin, Use and Issues: low use for eng, range & rec convenient for fire
 Route Needed?: Yes

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

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

Access / Uses				
Uses	Specifically	Primary	Secondary	Tertiary
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
Elk (MIS)	Substantial Summer Range
Mule Deer (MIS)	High Year-Long Range
Wild Turkey (MIS)	High Year-Long Range

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

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

Public Use	Primary	Secondary	Tertiary
ATV Use	<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"/>

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: G4017

CMG4017

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: 0.2899657 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: <input checked="" type="checkbox"/> BLM	<input type="checkbox"/> USFS	<input type="checkbox"/> State	<input type="checkbox"/> Military
	<input type="checkbox"/> Private	<input type="checkbox"/> Other:	
Additional Information: Needed.	Moderate use for eng & rec, low for timber, high for range, convenient for fire.		

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District Staff	Limit	limit to admin for timber access.

Maintenance Level: Unauthorized

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

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

Access / Uses				
Uses	Specifically	Primary	Secondary	Tertiary
Administrative Uses	Fire Suppression	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Commercial Ranching Facility	Range Pipeline	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Commercial Ranching Facility	Tank	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Range	Necessary route, long term needed			
Vegetation (Timber and Fuels) - Sales and Management	Not likely to be needed in foreseeable future			
Wildland Fire	Provides convenient access only			
	Moderate use for engineering, low for timber, high for range, convenient for fire.			

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	
Streams and Lakes	Within 200' of Stream(s)	
Streams and Lakes	Stream Crossing	
	Number of crossings: 10	
Wash	In	
Soils	Route Subject to Erosion Concerns	
Elk (MIS)	Substantial Summer Range	
Mule Deer (MIS)	High Year-Long Range	
Wild Turkey (MIS)	High Year-Long Range	

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

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

Public Use	Primary	Secondary	Tertiary
ATV Use	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 Medium to heavy (summer or winter use); "unofficial routes" (not groomed)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Moderate rec use.

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

The route is utilized for the following:

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

Opportunities / Recommendations:

Close Limit* Open*

Limits:

- Limit 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: G4017A

CMG4017A

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

<input type="checkbox"/> Principal Feeder/Trunk	<input type="checkbox"/> Connector	<input type="checkbox"/> Single Track	Length: 4.593754E-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: Medium
<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 checked="" type="checkbox"/> BLM	<input type="checkbox"/> USFS	<input type="checkbox"/> State
		<input type="checkbox"/> Military	<input type="checkbox"/> Private
			<input type="checkbox"/> Other:
Additional Information:	Needed. Moderate use for eng & rec, low for timber, high for range, convenient for fire.		
Maintenance Level:	Unauthorized		

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

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

Access / Uses		Primary	Secondary	Tertiary
Uses	Specifically			
Administrative Uses	Fire Suppression	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Commercial Ranching Facility	Range Pipeline	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Commercial Ranching Facility	Tank	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Range	Necessary route, long term needed			
Vegetation (Timber and Fuels) - Sales and Management	Not likely to be needed in foreseeable future			
Wildland Fire	Provides convenient access only			
	Moderate use for engineering, low for timber, high for range, convenient for fire.			

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	
Streams and Lakes	Within 200' of Stream(s)	
Streams and Lakes	Stream Crossing	
	Number of crossings: 10	
Wash	In	
Soils	Route Subject to Erosion Concerns	
Elk (MIS)	Substantial Summer Range	
Mule Deer (MIS)	High Year-Long Range	
Wild Turkey (MIS)	High Year-Long Range	

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

Public Uses			
Does this route contribute to recreational opportunities, route network connectivity, public safety, or other public multi-use access opportunities enumerated in agency Organic laws?			Yes
Public Use	Primary	Secondary	Tertiary
ATV Use	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 Medium to heavy (summer or winter use); "unofficial routes" (not groomed)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Moderate rec use.			

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: G4017B

CMG4017B

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

<input type="checkbox"/> Principal Feeder/Trunk	<input type="checkbox"/> Connector	<input type="checkbox"/> Single Track	Length: 0.2773682 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: Medium
<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 Needed.
Information: Moderate use for eng & rec, low for timber, high for range, convenient for fire.

Proposal(s):

Proposed By District Staff	Proposed Designation Limit	Proposal Comments limit to admin for timber access.
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Maintenance Level: Unauthorized

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

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

Access / Uses				
Uses	Specifically	Primary	Secondary	Tertiary
Administrative Uses	Fire Suppression	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Commercial Ranching Facility	Range Pipeline	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Commercial Ranching Facility	Tank	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Range	Necessary route, long term needed			
Vegetation (Timber and Fuels) - Sales and Management	Not likely to be needed in foreseeable future			
Wildland Fire	Provides convenient access only			
	Moderate use for engineering, low for timber, high for range, convenient for fire.			

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	
Streams and Lakes	Within 200' of Stream(s)	
Streams and Lakes	Stream Crossing	
	Number of crossings: 10	
Wash	In	
Soils	Route Subject to Erosion Concerns	
Elk (MIS)	Substantial Summer Range	
Mule Deer (MIS)	High Year-Long Range	
Wild Turkey (MIS)	High Year-Long Range	

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

Public Uses			
Does this route contribute to recreational opportunities, route network connectivity, public safety, or other public multi-use access opportunities enumerated in agency Organic laws?			
	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"/>
Medium to heavy (summer or winter use); "unofficial routes" (not groomed)			
Moderate rec use.			

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

Opportunities / Recommendations:		
<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: G4018

CMG4018

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

<input type="checkbox"/> Principal Feeder/Trunk	<input type="checkbox"/> Connector	<input type="checkbox"/> Single Track	Length: 0.3412745 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: Medium
<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:	<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:	Needed. Moderate use for eng, low use for range & rec, convenient for fire.		

Maintenance Level: Unauthorized

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

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

Access / Uses				
Uses	Specifically	Primary	Secondary	Tertiary
Administrative Uses	Fire Suppression	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wildland Fire	Provides convenient access only			
	Moderate use for engineering, low use for range, convenient for fire.			

Special Resources	
Might the continued use of this route impact State or Federal special status species or their habitat or cultural or any other specially-protected resources or objects identified by Agency planning documents, plan amendments or any other special area designations (e.g. National Monuments)?	Yes
Resource/Concern	Specifically
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing
	Number of crossings: 7
Wash	In
Soils	Route Subject to Erosion Concerns
Elk (MIS)	Substantial Summer Range
Mule Deer (MIS)	High Year-Long Range
Wild Turkey (MIS)	High Year-Long Range

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

Public Uses			
Does this route contribute to recreational opportunities, route network connectivity, public safety, or other public multi-use access opportunities enumerated in agency Organic laws?			Yes
Public Use	Primary	Secondary	Tertiary
ATV Use	<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 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: G4019

CMG4019

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: 0.9036155 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 Needed:
Information: Low to moderate use for eng, moderate for range, low for rec, convenient for fire.

Maintenance Level: Unauthorized

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

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

Access / Uses				
Uses	Specifically	Primary	Secondary	Tertiary
Administrative Uses	Fire Suppression	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wildland Fire	Provides convenient access only			
	Low to moderate use for engineering, moderate for range, convenient for fire.			

Special Resources	
Might the continued use of this route impact State or Federal special status species or their habitat or cultural or any other specially-protected resources or objects identified by Agency planning documents, plan amendments or any other special area designations (e.g. National Monuments)?	Yes
Resource/Concern	Specifically
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing
	Number of crossings: 9
Wash	In
Wash	Cross
Soils	Route Subject to Erosion Concerns
Elk (MIS)	Substantial Summer Range
Mule Deer (MIS)	High Year-Long Range
Wild Turkey (MIS)	High Year-Long Range

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

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

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 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).		

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

Other/Common Name: G4020

CMG4020

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: 0.2284214 miles
<input type="checkbox"/> Evidence of Construction		<input checked="" type="checkbox"/> Dual Track	Use Level:
<input type="checkbox"/> Regularly Maintained		<input type="checkbox"/> Graded Track	Maint. # (if any)
<input type="checkbox"/> Infrequently Maintained			
<input type="checkbox"/> Maintained in Past			
Jurisdictions:	<input type="checkbox"/> BLM	<input checked="" type="checkbox"/> USFS	<input type="checkbox"/> State
		<input type="checkbox"/> Military	<input type="checkbox"/> Private
			<input type="checkbox"/> Other:
Additional Information:	Route does not exist- it's just a pipeline. Needed (pipeline). Low to moderate use for eng, moderate for range, low for rec, convenient for fire.		

Maintenance Level: Unauthorized

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

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

Access / Uses				
Uses	Specifically	Primary	Secondary	Tertiary
Administrative Uses	Fire Suppression	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Low to moderate use for engineering, moderate for range, convenient for fire.			
	Pipeline			

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

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

Public Uses				
Does this route contribute to recreational opportunities, route 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Hunting	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
OHV Touring	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Low rec use.				

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 type="checkbox"/> Close	<input type="checkbox"/> Limit*	<input 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: G4021

CMG4021

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: 0.2683927 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 Needed.
 Information: Low use for eng, range, and rec. Convenient for fire.

Maintenance Level: Unauthorized

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

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

Access / Uses				
Uses	Specifically	Primary	Secondary	Tertiary
Administrative Uses	Fire Suppression	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mining	Oil Well	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wildland Fire	Provides convenient access only			
Low use for engineering and range. Convenient for fire.				

Special Resources	
Might the continued use of this route impact State or Federal special status species or their habitat or cultural or any other specially-protected resources or objects identified by Agency planning documents, plan amendments or any other special area designations (e.g. National Monuments)?	Yes
Resource/Concern	Specifically
Elk (MIS)	Substantial Summer Range
Mule Deer (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"/>
Low use	
Low use for rec.	

Route Redundancy		
Can the commercial, private-property or public uses of this route be adequately met by another route that minimizes impacts to the sensitive resources identified above or that minimizes cumulative effects on 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 type="checkbox"/> Ranching Allotment Permittee		
<input checked="" 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: G4022

CMG4022

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: 0.1919236 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 Needed:
 Information: Low use for eng, range & rec. Convenient for fire.

Maintenance Level: Unauthorized

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

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

Access / Uses				
Uses	Specifically	Primary	Secondary	Tertiary
Administrative Uses	Fire Suppression	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mining	Oil Well	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wildland Fire	Provides convenient access only			
Low use for engineering and range. Convenient for fire.				

Special Resources		
Might the continued use of this route impact State or Federal special status species or their habitat or cultural or any other specially-protected resources or objects identified by Agency planning documents, plan amendments or any other special area designations (e.g. National Monuments)?		Yes
Resource/Concern	Specifically	
Soils	Route Subject to Erosion Concerns	
Elk (MIS)	Substantial Summer Range	
Mule Deer (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
ATV Use	<input type="checkbox"/>	<input type="checkbox"/>
Hunting	<input type="checkbox"/>	<input type="checkbox"/>
Motorized Use Generally	<input type="checkbox"/>	<input type="checkbox"/>
Low use		<input checked="" type="checkbox"/>
Low rec use.		

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 checked="" 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: G4023

CMG4023

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

<input type="checkbox"/> Principal Feeder/Trunk	<input type="checkbox"/> Connector	<input type="checkbox"/> Single Track	Length: 8.668055E-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:	Needed. Low use for eng, range, and rec. Convenient for fire.		
Maintenance Level:	Unauthorized		

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

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

Access / Uses				
Uses	Specifically	Primary	Secondary	Tertiary
Administrative Uses	Fire Suppression	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mining	Oil Well	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wildland Fire	Provides convenient access only			
Low use for engineering and range. Convenient for fire.				

Special Resources	
Might the continued use of this route impact State or Federal special status species or their habitat or cultural or any other specially-protected resources or objects identified by Agency planning documents, plan amendments or any other special area designations (e.g. National Monuments)?	Yes
Resource/Concern	Specifically
Soils	Route Subject to Erosion Concerns
Elk (MIS)	Substantial Summer Range
Mule Deer (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"/>
Low use			

Low use for rec.

Route Redundancy

Can the commercial, private-property or public uses of this route be adequately met by another route that minimizes impacts to the sensitive resources identified above or that minimizes cumulative effects on various other resources? **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: G4024

CMG4024

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: 0.4726758 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 Needed:
 Information: Low use for eng, timber, range, and rec. Convenient for fire.

Maintenance Level: Unauthorized

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

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

Access / Uses

Uses	Specifically	Primary	Secondary	Tertiary
Administrative Uses	Fire Suppression	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mining	Oil Well	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wildland Fire	Provides convenient access only			

Low use for engineering, timber, and range. Convenient for fire.

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

Resource/Concern	Specifically
Streams and Lakes	Within 200' of Stream(s)
Wash	Cross
Soils	Route Subject to Erosion Concerns
Elk (MIS)	Substantial Summer Range
Mule Deer (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"/>
Low use			

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 checked="" type="checkbox"/> Ranching Allotment Permittee		
<input checked="" 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: G4025

CMG4025

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

<input type="checkbox"/> Principal Feeder/Trunk	<input type="checkbox"/> Connector	<input type="checkbox"/> Single Track	Length: 9.768072E-02 miles
<input checked="" type="checkbox"/> Other	<input checked="" 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: 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: Unauthorized
Origin, Use and Issues: low use for eng, range & rec convenient for fire
Route Needed?: Yes

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

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

Access / Uses				
Uses	Specifically	Primary	Secondary	Tertiary
Mining	Oil Well	<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	
Wash	Proximate	
Elk (MIS)	Substantial Winter Range	
Mule Deer (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"/>
Low use			

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 checked="" type="checkbox"/> Ranching Allotment Permittee		
<input checked="" 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.

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: 0.4334929 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:	<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:	Needed. Low use for eng, rec, and range. Convenient for fire.		

Maintenance Level: Unauthorized
 Route Needed?: Needed.
 Low use for eng, rec, and range. Convenient for fire.

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

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

Access / Uses					
Uses	Specifically	Primary	Secondary	Tertiary	
Administrative Uses	Fire Suppression	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Mining	Oil Well	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Wildland Fire	Provides convenient access only				
Low use for engineering and range. Convenient for fire.					

Special Resources	
Might the continued use of this route impact State or Federal special status species or their habitat or cultural or any other specially-protected resources or objects identified by Agency planning documents, plan amendments or any other special area designations (e.g. National Monuments)?	
Yes	
Resource/Concern	Specifically
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing
	Number of crossings: 2
Wash	In
Wash	Cross
Soils	Route Subject to Erosion Concerns
Elk (MIS)	Substantial Summer Range
Mule Deer (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"/>
Low use			

Low rec use.

Route Redundancy

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

The route is utilized for the following:

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

Opportunities / Recommendations:

Close Limit* Open*

Limits:

- Limit 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: G4027

CMG4027

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: 0.134343 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: Unauthorized
 Origin, Use and Issues: low use for eng, range & rec convenient for fire
 Route Needed?: Yes

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

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

Access / Uses					
Uses	Specifically	Primary	Secondary	Tertiary	
Mining	Oil Well	<input checked="" 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	
Elk (MIS)	Substantial Year-Long Range	
Mule Deer (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
ATV Use	<input type="checkbox"/>	<input type="checkbox"/>
Hunting	<input type="checkbox"/>	<input type="checkbox"/>
Motorized Use Generally	<input type="checkbox"/>	<input type="checkbox"/>
Low use	<input checked="" 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 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 checked="" 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: G4028

CMG4028

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 type="checkbox"/> Spur | <input type="checkbox"/> ATV Route | Length: 0.178584 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 Needed.
Information: Low use for eng, range, and rec. Convenient for fire.

Maintenance Level: Unauthorized

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

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

Access / Uses				
Uses	Specifically	Primary	Secondary	Tertiary
Administrative Uses	Fire Suppression	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mining	Oil Well	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Low use for engineering and range. Convenient for fire.				

Special Resources		
Might the continued use of this route impact State or Federal special status species or their habitat or cultural or any other specially-protected resources or objects identified by Agency planning documents, plan amendments or any other special area designations (e.g. National Monuments)?		Yes
Resource/Concern	Specifically	
Streams and Lakes	Within 200' of Stream(s)	
Streams and Lakes	Stream Crossing	
	Number of crossings: 1	
Wash	Cross	
Wash	Proximate	
Soils	Route Subject to Erosion Concerns	
Elk (MIS)	Substantial Summer Range	
Mule Deer (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"/>
Low use			

Low rec use.

Route Redundancy

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

The route is utilized for the following:

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

Opportunities / Recommendations:

Close Limit* Open*

Limits:

- Limit 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: G4029

CMG4029

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

<input type="checkbox"/> Principal Feeder/Trunk	<input type="checkbox"/> Connector	<input type="checkbox"/> Single Track	Length: 7.951603E-02 miles
<input checked="" type="checkbox"/> Other	<input checked="" 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: 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: Unauthorized
 Origin, Use and Issues: low use for eng, range & rec convenient for fire
 Route Needed?: Yes

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

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

Access / Uses				
Uses	Specifically	Primary	Secondary	Tertiary
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
Elk (MIS)	Substantial Winter Range
Mule Deer (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"/>

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 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).		

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

Other/Common Name: G4030

CMG4030

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

<input type="checkbox"/> Principal Feeder/Trunk	<input type="checkbox"/> Connector	<input type="checkbox"/> Single Track	Length: 0.1719143 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 Needed:
Information: Low use for eng, range, and rec. Convenient for fire.

Maintenance Level: Unauthorized

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

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

Access / Uses					
Uses	Specifically	Primary	Secondary	Tertiary	
Administrative Uses	Fire Suppression	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Mining	Oil Well	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Low use for engineering and range. Convenient for fire.					

Special Resources	
Might the continued use of this route impact State or Federal special status species or their habitat or cultural or any other specially-protected resources or objects identified by Agency planning documents, plan amendments or any other special area designations (e.g. National Monuments)?	Yes
Resource/Concern	Specifically
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Elk (MIS)	Substantial Summer Range
Mule Deer (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"/>
Low use	
Low rec use.	

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 checked="" type="checkbox"/> Ranching Allotment Permittee		
<input checked="" 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: G4121

CMG4121

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: 0.1280089 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: Unauthorized
Origin, Use and Issues: low use for eng, range & rec convenient for fire
Route Needed?: Yes

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

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

Access / Uses				
Uses	Specifically	Primary	Secondary	Tertiary
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
Wash	Cross
Soils	Route Subject to Erosion Concerns
Elk (MIS)	Substantial Year-Long Range
Mule Deer (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"/>
Motorized Use Generally	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<p>Route Redundancy</p> <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>If yes, how?</p> <p>Redundant to 30457 and 30213.</p>	<p>Yes</p>
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<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: G4433

CMG4433

Facilitator(s): Ren Scammon
Team Members: Dixie Staff

Principal Feeder/Trunk
 Other

Connector
 Loop
 Spur

Single Track
 Motorcycle Track
 ATV Route

Length: 3.359108E-02
miles

Evidence of Construction
 Regularly Maintained
 Infrequently Maintained
 Maintained in Past

Dual Track
 Graded Track

Use Level:
Maint. # (if any)

Jurisdictions: BLM USFS State Military Private Other:

Additional
Information:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

Close Limit* Open*

Closed to all uses.

The route would be allowed to naturally reclaim.

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

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

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 Needed:
 Information: Low use for eng, range, and rec. Convenient for fire.

Maintenance Level: Unauthorized

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

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

Access / Uses

Uses	Specifically	Primary	Secondary	Tertiary
Administrative Uses	Administrative Site	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Administrative Uses	Oil company's headquarters			
Wildland Fire	Fire Suppression	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Provides convenient access only			

Low use for engineering and range. Convenient for fire.

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

Resource/Concern	Specifically
Elk (MIS)	Substantial Summer Range
Mule Deer (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"/>
Low use			

Low use for rec.

Route Redundancy		
Can the commercial, private-property or public uses of this route be adequately met by another route that minimizes impacts to the sensitive resources identified above or that minimizes cumulative effects on 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 type="checkbox"/> Ranching Allotment Permittee		
<input checked="" 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: U43041

CMU43041

Facilitator(s): Ren Scammon
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 type="checkbox"/> Evidence of Construction | | <input 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:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

- Close Limit* Open*

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

Other/Common Name: U4338

CMU4338

Facilitator(s): Ren Scammon
Team Members: Dixie Staff

Principal Feeder/Trunk Connector Single Track
 Other Loop Motorcycle Track
 Spur ATV Route Length: 6.884543E-02 miles

Evidence of Construction Dual Track Use Level:
 Regularly Maintained Graded Track Maint. # (if any)
 Infrequently Maintained
 Maintained in Past

Jurisdictions: BLM USFS State Military Private Other:

Additional Information:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

Close Limit* Open*

Closed to all uses.

The route would be allowed to naturally reclaim.

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

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

Other/Common Name: U4340

CMU4340

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

<input type="checkbox"/> Principal Feeder/Trunk	<input type="checkbox"/> Connector	<input type="checkbox"/> Single Track	Length: 7.187506E-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 Maint. # (if any)
<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:	<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:	Unauthorized		
Origin, Use and Issues:	low use for eng, range & rec convenient for fire		
Route Needed?:	Yes		

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

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

Access / Uses					
Uses	Specifically	Primary	Secondary	Tertiary	
Mining	Oil Well	<input checked="" 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
Elk (MIS)	Substantial Year-Long Range
Mule Deer (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"/>
Low use			

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 checked="" type="checkbox"/> Ranching Allotment Permittee		
<input checked="" 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: U4342

CMU4342

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 type="checkbox"/> Spur | <input type="checkbox"/> ATV Route | Length: 0.2166308 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 Needed.
Information: Moderate use for eng & rec, low for timber, high for range, convenient for fire.

Maintenance Level: Unauthorized

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

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

Access / Uses		Primary	Secondary	Tertiary
Uses	Specifically			
Administrative Uses	Fire Suppression	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Commercial Ranching Facility	Enclosed Tank, Trick Tank	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Commercial Ranching Facility	Range Pipeline	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Range	Necessary route, long term needed			
Vegetation (Timber and Fuels) - Sales and Management	Not likely to be needed in foreseeable future			
Wildland Fire	Provides convenient access only			
	Moderate use for engineering, low for timber, high for range, convenient for fire.			

Special Resources	
Might the continued use of this route impact State or Federal special status species or their habitat or cultural or any other specially-protected resources or objects identified by Agency planning documents, plan amendments or any other special area designations (e.g. National Monuments)?	Yes
Resource/Concern	Specifically
Wash	Proximate
Elk (MIS)	Substantial Summer Range
Mule Deer (MIS)	High Year-Long Range
Wild Turkey (MIS)	High Year-Long Range

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

Public Uses			
Does this route contribute to recreational opportunities, route network connectivity, public safety, or other public multi-use access opportunities enumerated in agency Organic laws?			Yes
Public Use	Primary	Secondary	Tertiary
ATV Use	<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"/>
Medium to heavy (summer or winter use); "unofficial routes" (not groomed)			
Moderate rec use.			

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: U4344

CMU4344

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

<input type="checkbox"/> Principal Feeder/Trunk	<input type="checkbox"/> Connector	<input type="checkbox"/> Single Track	Length: 0.3092046 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: <input checked="" type="checkbox"/> BLM	<input type="checkbox"/> USFS	<input type="checkbox"/> State	<input type="checkbox"/> Military
	<input type="checkbox"/> Private	<input type="checkbox"/> Other:	
Additional Information: Needed.	Moderate use for eng & rec, low for timber, high for range, convenient for fire.		

Maintenance Level: Unauthorized

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

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

Access / Uses				
Uses	Specifically	Primary	Secondary	Tertiary
Administrative Uses	Fire Suppression	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Range	Necessary route, long term needed			
Vegetation (Timber and Fuels) - Sales and Management	Not likely to be needed in foreseeable future			
Wildland Fire	Provides convenient access only			
	Moderate use for engineering, low for timber, high for range, convenient for fire.			

Special Resources		
Might the continued use of this route impact State or Federal special status species or their habitat or cultural or any other specially-protected resources or objects identified by Agency planning documents, plan amendments or any other special area designations (e.g. National Monuments)?		Yes
Resource/Concern	Specifically	
Wash	In	
Wash	Cross	
Soils	Route Subject to Erosion Concerns	
Elk (MIS)	Substantial Summer Range	
Mule Deer (MIS)	High Year-Long Range	
Wild Turkey (MIS)	High Year-Long Range	

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

Public Uses

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

Public Use	Primary	Secondary	Tertiary
ATV Use	<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"/>
Medium to heavy (summer or winter use); "unofficial routes" (not groomed)			

Moderate rec use.

Route Redundancy

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

The route is utilized for the following:

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

Opportunities / Recommendations:

Close Limit* Open*

Limits:

- Limit 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: U4344A

CMU4344A

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: 0.5684465 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: <input checked="" type="checkbox"/> BLM	<input type="checkbox"/> USFS	<input type="checkbox"/> State	<input type="checkbox"/> Military
	<input type="checkbox"/> Private	<input type="checkbox"/> Other:	
Additional Information: Needed.	Moderate use for eng & rec, low for timber, high for range, convenient for fire.		

Proposal(s):

Proposed By District Staff	Proposed Designation Limit	Proposal Comments limit to admin for timber access.
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Maintenance Level: Unauthorized

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

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

Access / Uses				
Uses	Specifically	Primary	Secondary	Tertiary
Administrative Uses	Fire Suppression	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Range	Necessary route, long term needed			
Vegetation (Timber and Fuels) - Sales and Management	Not likely to be needed in foreseeable future			
Wildland Fire	Provides convenient access only			
	Moderate use for engineering, low for timber, high for range, convenient for fire.			

Special Resources		
Might the continued use of this route impact State or Federal special status species or their habitat or cultural or any other specially-protected resources or objects identified by Agency planning documents, plan amendments or any other special area designations (e.g. National Monuments)?		Yes
Resource/Concern	Specifically	
Wash	In	
Wash	Cross	
Soils	Route Subject to Erosion Concerns	
Elk (MIS)	Substantial Summer Range	
Mule Deer (MIS)	High Year-Long Range	
Wild Turkey (MIS)	High Year-Long Range	

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

Public Uses

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

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

Moderate rec use.

Route Redundancy

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

The route is utilized for the following:

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

Opportunities / Recommendations:

Close Limit* Open*

Limits:

Limit 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: U4346

CMU4346

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

<input type="checkbox"/> Principal Feeder/Trunk	<input type="checkbox"/> Connector	<input type="checkbox"/> Single Track	Length: 0.2963286 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:	<input checked="" type="checkbox"/> BLM	<input type="checkbox"/> USFS	<input type="checkbox"/> State
		<input type="checkbox"/> Military	<input type="checkbox"/> Private
			<input type="checkbox"/> Other:
Additional Information:	Needed. Moderate use for eng & rec, low for timber, high for range, convenient for fire.		

Maintenance Level: Unauthorized

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

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

Access / Uses				
Uses	Specifically	Primary	Secondary	Tertiary
Administrative Uses	Fire Suppression	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Range	Necessary route, long term needed			
Vegetation (Timber and Fuels) - Sales and Management	Not likely to be needed in foreseeable future			
Wildland Fire	Provides convenient access only			
	Moderate use for engineering, low for timber, high for range, convenient for fire.			

Special Resources		
Might the continued use of this route impact State or Federal special status species or their habitat or cultural or any other specially-protected resources or objects identified by Agency planning documents, plan amendments or any other special area designations (e.g. National Monuments)?		Yes
Resource/Concern	Specifically	
Wash	Proximate	
Elk (MIS)	Substantial Summer Range	
Mule Deer (MIS)	High Year-Long Range	
Wild Turkey (MIS)	High Year-Long Range	

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

Public Uses			
Does this route contribute to recreational opportunities, route network connectivity, public safety, or other public multi-use access opportunities enumerated in agency Organic laws?			Yes
Public Use	Primary	Secondary	Tertiary
ATV Use	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 Medium to heavy (summer or winter use); "unofficial routes" (not groomed)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Moderate rec use.			

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: U4348

CMU4348

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 type="checkbox"/> Spur | <input type="checkbox"/> ATV Route | Length: 0.1477064 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: Unauthorized

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

Other Access / Uses	
Does the route provide other commercial or administrative access / uses?	No

Special Resources		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	
Wash	In	
Soils	Route Subject to Erosion Concerns	
Elk (MIS)	Substantial Summer Range	
Mule Deer (MIS)	High Year-Long Range	
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?		

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:	
<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).	

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

Other/Common Name: U4350

CMU4350

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

- | | | | |
|---|--|--|---|
| <input type="checkbox"/> Principal Feeder/Trunk | <input type="checkbox"/> Connector | <input type="checkbox"/> Single Track | Length: 0.162934 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 Needed.
Information: Moderate use for eng & rec, low for timber, high for range, convenient for fire.

Maintenance Level: Unauthorized

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

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

Access / Uses				
Uses	Specifically	Primary	Secondary	Tertiary
Administrative Uses	Fire Suppression	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Commercial Ranching Facility	Fence	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Range	Necessary route, long term needed			
Vegetation (Timber and Fuels) - Sales and Management	Not likely to be needed in foreseeable future			
Wildland Fire	Provides convenient access only			
	Moderate use for engineering, low for timber, high for range, convenient for fire.			

Special Resources	
Might the continued use of this route impact State or Federal special status species or their habitat or cultural or any other specially-protected resources or objects identified by Agency planning documents, plan amendments or any other special area designations (e.g. National Monuments)?	Yes
Resource/Concern	Specifically
Elk (MIS)	Substantial Summer Range
Mule Deer (MIS)	High Year-Long Range
Wild Turkey (MIS)	High Year-Long Range

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

Public Uses			
Does this route contribute to recreational opportunities, route network connectivity, public safety, or other public multi-use access opportunities enumerated in agency Organic laws?			Yes
Public Use	Primary	Secondary	Tertiary
ATV Use	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 Medium to heavy (summer or winter use); "unofficial routes" (not groomed)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Moderate rec use.			

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: U4354

CMU4354

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

<input type="checkbox"/> Principal Feeder/Trunk	<input type="checkbox"/> Connector	<input type="checkbox"/> Single Track	Length: 0.90115 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: Medium
<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 Needed.
Information: Moderate use for eng & rec, low for timber, high for range, convenient for fire.

Proposal(s):

Proposed By District Staff	Proposed Designation Limit	Proposal Comments limit to admin for timber access.
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Maintenance Level: Unauthorized

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

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

Access / Uses				
Uses	Specifically	Primary	Secondary	Tertiary
Administrative Uses	Fire Suppression	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Range	Necessary route, long term needed			
Vegetation (Timber and Fuels) - Sales and Management	Not likely to be needed in foreseeable future			
Wildland Fire	Provides convenient access only			
	Moderate use for engineering, low for timber, high for range, convenient for fire.			

Special Resources		
Might the continued use of this route impact State or Federal special status species or their habitat or cultural or any other specially-protected resources or objects identified by Agency planning documents, plan amendments or any other special area designations (e.g. National Monuments)?		Yes
Resource/Concern	Specifically	
Wash	In	
Soils	Route Subject to Erosion Concerns	
Elk (MIS)	Substantial Summer Range	
Mule Deer (MIS)	High Year-Long Range	
Wild Turkey (MIS)	High Year-Long Range	

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

Public Uses

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

Public Use	Primary	Secondary	Tertiary
ATV Use	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 Medium to heavy (summer or winter use); "unofficial routes" (not groomed)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Moderate rec use.

Route Redundancy

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

The route is utilized for the following:

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

Opportunities / Recommendations:

Close Limit* Open*

Limits:

- Limit 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: U4356

CMU4356

Facilitator(s): Ren Scammon
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: 0.1450306 miles |
| <input type="checkbox"/> Evidence of Construction | | <input 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:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

- Close Limit* Open*

Closed to all uses.

The route would be allowed to naturally reclaim.

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

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

Other/Common Name: U4358

CMU4358

Facilitator(s): Ren Scammon
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: 0.1012382 miles |
| <input type="checkbox"/> Evidence of Construction | | <input 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:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

- Close Limit* Open*

Closed to all uses.

The route would be allowed to naturally reclaim.

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

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

Other/Common Name: U4360

CMU4360

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: 0.3683686 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 Needed:
 Information: Moderate use for eng, high use for timber, low use for range & rec, convenient for fire.

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District Staff	Limit	limit to admin for timber access.

Maintenance Level: Unauthorized

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

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

Access / Uses				
Uses	Specifically	Primary	Secondary	Tertiary
Administrative Uses	Fire Suppression	<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	Necessary route, possible haul route, long term needed			
Wildland Fire	Provides convenient access only			
	Moderate use for engineering, high use for timber, low use for range, convenient for fire.			

Special Resources		
Might the continued use of this route impact State or Federal special status species or their habitat or cultural or any other specially-protected resources or objects identified by Agency planning documents, plan amendments or any other special area designations (e.g. National Monuments)?		Yes
Resource/Concern	Specifically	
Elk (MIS)	Substantial Summer Range	
Mule Deer (MIS)	High Year-Long Range	
Wild Turkey (MIS)	High Year-Long Range	

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

Public Uses

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

Public Use	Primary	Secondary	Tertiary
ATV Use	<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"/>
Low use			

Low use for rec.

Route Redundancy

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

Public Uses

Does this route contribute to recreational opportunities, route 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"/>
Low use			

Low use for rec.

Route Redundancy

Can the commercial, private-property or public uses of this route be adequately met by another route that minimizes impacts to the sensitive resources identified above or that minimizes cumulative effects on various other resources? **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: U4366

CMU4366

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

<input type="checkbox"/> Principal Feeder/Trunk	<input type="checkbox"/> Connector	<input type="checkbox"/> Single Track	Length: 0.1206344 miles Use Level: Medium 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 Needed.

Information: Moderate use for eng, high use for timber, low use for range & rec, convenient for fire.

Maintenance Level: Unauthorized

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

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

Other Access / Uses

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

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

Is the route a regional route that serves more than one planning sub-region? No

Is the route a principal means of connectivity within a sub-region? No

Is the route officially recognized as part of a Federal planning document and is subject to maintenance? No

Access / Uses

Uses	Specifically	Primary	Secondary	Tertiary
Administrative Uses	Fire Suppression	<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	Necessary route, possible haul route, long term needed			
Wildland Fire	Provides convenient access only			
	Moderate use for engineering, high use for timber, low use for range, convenient for fire.			

Special Resources

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

Resource/Concern	Specifically
Elk (MIS)	Substantial Summer Range
Goshawk (MIS) (TES)	In or Through Post Fledgling Area
Mule Deer (MIS)	High Year-Long Range
Wild Turkey (MIS)	High Year-Long Range

Avoidance, Minimization or Mitigation of Impacts

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

Public Uses			
Does this route contribute to recreational opportunities, route network connectivity, public safety, or other public multi-use access opportunities enumerated in agency Organic laws?			Yes
Public Use	Primary	Secondary	Tertiary
ATV Use	<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"/>
Low use			
Low use for rec.			

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: U4368

CMU4368

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: 0.2753955 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:	<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:	Needed. low use for eng, low use for timber & range, low use for rec, convenient for fire.		

Maintenance Level: Unauthorized

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

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

Access / Uses				
Uses	Specifically	Primary	Secondary	Tertiary
Administrative Uses	Fire Suppression	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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"/>
Wildland Fire	Provides convenient access only			
Low use for engineering, low use for timber and range, convenient for fire.				

Special Resources		
Might the continued use of this route impact State or Federal special status species or their habitat or cultural or any other specially-protected resources or objects identified by Agency planning documents, plan amendments or any other special area designations (e.g. National Monuments)?		Yes
Resource/Concern	Specifically	
Elk (MIS)	Substantial Summer Range	
Mule Deer (MIS)	High Year-Long Range	
Wild Turkey (MIS)	High Year-Long Range	

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

Public Uses			
Does this route contribute to recreational opportunities, route network connectivity, public safety, or other public multi-use access opportunities enumerated in agency Organic laws?			Yes
Public Use	Primary	Secondary	Tertiary
ATV Use	<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"/>
Low use			
Low use for rec.			

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: U4370

CMU4370

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: 0.2195749 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 Needed.
 Information: low use for eng, low use for timber & range, low use for rec, convenient for fire.

Maintenance Level: Unauthorized

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

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

Access / Uses

Uses	Specifically	Primary	Secondary	Tertiary
Administrative Uses	Fire Suppression	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wildland Fire	Provides convenient access only			
	Low use for engineering, low use for timber and range, convenient for fire.			

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

Resource/Concern	Specifically
Elk (MIS)	Substantial Summer Range
Mule Deer (MIS)	High Year-Long Range
Wild Turkey (MIS)	High Year-Long Range

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

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

Public Use	Primary	Secondary	Tertiary
ATV Use	<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"/>
Low use			
Low use for rec.			

Route Redundancy		
Can the commercial, private-property or public uses of this route be adequately met by another route that minimizes impacts to the sensitive resources identified above or that minimizes cumulative effects on 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: U4372

CMU4372

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

- | | | | |
|---|--|--|-------------------------|
| <input type="checkbox"/> Principal Feeder/Trunk | <input type="checkbox"/> Connector | <input type="checkbox"/> Single Track | Length: 0.2678781 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 Needed.

Information: low use for eng, low use for timber & range, low use for rec, convenient for fire.

Maintenance Level: Unauthorized

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

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

Other Access / Uses

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

Access / Uses

Uses	Specifically	Primary	Secondary	Tertiary
Administrative Uses	Fire Suppression	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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"/>
Wildland Fire	Provides convenient access only			

Low use for engineering, low use for timber and range, convenient for fire.

Special Resources

- Might the continued use of this route impact State or Federal special status species or their habitat or cultural or any other specially-protected resources or objects identified by Agency planning documents, plan amendments or any other special area designations (e.g. National Monuments)? **Yes**
- | Resource/Concern | Specifically |
|-------------------|--------------------------|
| Elk (MIS) | Substantial Summer Range |
| Mule Deer (MIS) | High Year-Long Range |
| Wild Turkey (MIS) | High Year-Long Range |

Avoidance, Minimization or Mitigation of Impacts

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

Public Uses			
Does this route contribute to recreational opportunities, route network connectivity, public safety, or other public multi-use access opportunities enumerated in agency Organic laws?			Yes
Public Use	Primary	Secondary	Tertiary
ATV Use	<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"/>
Low use			
Low use for rec.			

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: U4374

CMU4374

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: 0.4511594 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 Needed:
 Information: low use for eng, low use for timber & range, low use for rec, convenient for fire.

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District Staff	Limit	limit to admin for timber access.

Maintenance Level: Unauthorized

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

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

Access / Uses				
Uses	Specifically	Primary	Secondary	Tertiary
Administrative Uses	Fire Suppression	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wildland Fire	Provides convenient access only			
	Low use for engineering, low use for timber and range, convenient for fire.			

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	
Elk (MIS)	Substantial Summer Range	
Mule Deer (MIS)	High Year-Long Range	
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?		

Public Uses			
Does this route contribute to recreational opportunities, route 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"/>
Low use			
Low use for rec.			

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: U4376

CMU4376

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: 0.2321775 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:	<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:	Needed.		
low use for eng, low use for timber & range, low use for rec, convenient for fire.			

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District Staff	Limit	limit to admin for timber access.

Maintenance Level: Unauthorized

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

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

Access / Uses				
Uses	Specifically	Primary	Secondary	Tertiary
Administrative Uses	Fire Suppression	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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"/>
Wildland Fire	Provides convenient access only			
Low use for engineering, low use for timber and range, convenient for fire.				

Special Resources	
Might the continued use of this route impact State or Federal special status species or their habitat or cultural or any other specially-protected resources or objects identified by Agency planning documents, plan amendments or any other special area designations (e.g. National Monuments)?	Yes
Resource/Concern	Specifically
Elk (MIS)	Substantial Summer Range
Mule Deer (MIS)	High Year-Long Range
Wild Turkey (MIS)	High Year-Long Range

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

Public Uses

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

Public Use	Primary	Secondary	Tertiary
ATV Use	<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"/>
Low use			

Low use for rec.

Route Redundancy

Can the commercial, private-property or public uses of this route be adequately met by another route that minimizes impacts to the sensitive resources identified above or that minimizes cumulative effects on various other resources? **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: U4378

CMU4378

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: 7.967503 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: Route is Needed.
 Moderate use for eng, high for range, low for rec, convenient for fire.
 Route designation applies only to those portions of the route located on public land.

Maintenance Level: Unauthorized

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

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

Access / Uses		Primary	Secondary	Tertiary
Uses	Specifically			
Administrative Uses	Fire Suppression	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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"/>

Special Resources	
Might the continued use of this route impact State or Federal special status species or their habitat or cultural or any other specially-protected resources or objects identified by Agency planning documents, plan amendments or any other special area designations (e.g. National Monuments)?	Yes
Resource/Concern	Specifically
Wash	Cross
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Elk (MIS)	Substantial Summer Range
Mule Deer (MIS)	High Year-Long Range
Wild Turkey (MIS)	High Year-Long Range

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

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

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: U4380

CMU4380

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 type="checkbox"/> Spur	<input type="checkbox"/> ATV Route	Length: 0.0879758 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: Route has been renumbered from G4016
 Route is needed.
 Route has not yet been evaluated.
 Low use for eng, range & rec, convenient for fire.

Maintenance Level: Unauthorized

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

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

Access / Uses				
Uses	Specifically	Primary	Secondary	Tertiary
Administrative Uses	Fire Suppression	<input checked="" 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	
Wash	Proximate	
Mule Deer (MIS)	High Year-Long Range	
Wild Turkey (MIS)	High Year-Long Range	

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

Public Uses			
Does this route contribute to recreational opportunities, route network connectivity, public safety, or other public multi-use access opportunities enumerated in agency Organic laws?			Yes
Public Use	Primary	Secondary	Tertiary
ATV Use	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Hunting	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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	No	
Other	No	
Opportunities / Recommendations:		
<input type="checkbox"/> Close	<input type="checkbox"/> Limit*	<input 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: U4382

CMU4382

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

<input type="checkbox"/> Principal Feeder/Trunk	<input type="checkbox"/> Connector	<input type="checkbox"/> Single Track	Length: 6.813201E-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 Maint. # (if any)
<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:	<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:	Needed. low use for eng, low use for timber & range, low use for rec, convenient for fire.		
Maintenance Level:	Unauthorized		

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

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

Access / Uses				
Uses	Specifically	Primary	Secondary	Tertiary
Administrative Uses	Fire Suppression	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wildland Fire	Provides convenient access only			
Low use for engineering, low use for timber and range, convenient for fire.				

Special Resources	
Might the continued use of this route impact State or Federal special status species or their habitat or cultural or any other specially-protected resources or objects identified by Agency planning documents, plan amendments or any other special area designations (e.g. National Monuments)?	
Yes	
Resource/Concern	Specifically
Elk (MIS)	Substantial Summer Range
Mule Deer (MIS)	High Year-Long Range
Wild Turkey (MIS)	High Year-Long Range

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

Public Uses			
Does this route contribute to recreational opportunities, route network connectivity, public safety, or other public multi-use access opportunities enumerated in agency Organic laws?			Yes
Public Use	Primary	Secondary	Tertiary
ATV Use	<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"/>
Low use			
Low use for rec.			

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.

Public Uses			
Does this route contribute to recreational opportunities, route 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"/>
Low use			
Low use for rec.			

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: U4386

CMU4386

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: 0.1484244 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:	<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:	Needed.		
low use for eng, low use for timber & range, low use for rec, convenient for fire.			

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District Staff	Limit	limit to admin for timber access.

Maintenance Level: Unauthorized

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

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

Access / Uses				
Uses	Specifically	Primary	Secondary	Tertiary
Administrative Uses	Fire Suppression	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Commercial Ranching Facility	Fence	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Commercial Ranching Facility	Gate	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Wildland Fire	Provides convenient access only			
Low use for engineering, low use for timber and range, convenient for fire.				

Special Resources		
Might the continued use of this route impact State or Federal special status species or their habitat or cultural or any other specially-protected resources or objects identified by Agency planning documents, plan amendments or any other special area designations (e.g. National Monuments)?		Yes
Resource/Concern	Specifically	
Elk (MIS)	Substantial Summer Range	
Goshawk (MIS) (TES)	In or Through Post Fledgling Area	
Mule Deer (MIS)	High Year-Long Range	
Wild Turkey (MIS)	High Year-Long Range	

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

Public Uses

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

Public Use	Primary	Secondary	Tertiary
ATV Use	<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"/>
Low use			

Low use for rec.

Route Redundancy

Can the commercial, private-property or public uses of this route be adequately met by another route that minimizes impacts to the sensitive resources identified above or that minimizes cumulative effects on various other resources? **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: U4386A

CMU4386A

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: 0.1703598 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:	<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:	Needed.		
low use for eng, low use for timber & range, low use for rec, convenient for fire.			

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District Staff	Closed	close this portion of route.

Maintenance Level: Unauthorized

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

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

Access / Uses				
Uses	Specifically	Primary	Secondary	Tertiary
Administrative Uses	Fire Suppression	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Commercial Ranching Facility	Fence	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Commercial Ranching Facility	Gate	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Wildland Fire	Provides convenient access only			
Low use for engineering, low use for timber and range, convenient for fire.				

Special Resources		
Might the continued use of this route impact State or Federal special status species or their habitat or cultural or any other specially-protected resources or objects identified by Agency planning documents, plan amendments or any other special area designations (e.g. National Monuments)?		Yes
Resource/Concern	Specifically	
Elk (MIS)	Substantial Summer Range	
Goshawk (MIS) (TES)	In or Through Post Fledgling Area	
Mule Deer (MIS)	High Year-Long Range	
Wild Turkey (MIS)	High Year-Long Range	

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

Public Uses			
Does this route contribute to recreational opportunities, route network connectivity, public safety, or other public multi-use access opportunities enumerated in agency Organic laws?			Yes
Public Use	Primary	Secondary	Tertiary
ATV Use	<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"/>
Low use			
Low use for rec.			

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 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).		

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

Public Uses

Does this route contribute to recreational opportunities, route 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"/>
Low use			

Low use for rec.
Part of proposed Canaan Mountain loop reroute.

Route Redundancy

Can the commercial, private-property or public uses of this route be adequately met by another route that minimizes impacts to the sensitive resources identified above or that minimizes cumulative effects on various other resources? **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: U4390

CMU4390

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

<input type="checkbox"/> Principal Feeder/Trunk	<input type="checkbox"/> Connector	<input type="checkbox"/> Single Track	Length: 0.3841152 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 Needed.
 Information: low use for eng, low use for timber & range, low use for rec, convenient for fire.

Maintenance Level: Unauthorized

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	
Administrative Uses	Fire Suppression	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Commercial Ranching Facility	Fence	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Commercial Ranching Facility	Gate	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Wildland Fire	Provides convenient access only				
Low use for engineering, low use for timber and range, convenient for fire.					

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
Elk (MIS)	Substantial Summer Range
Goshawk (MIS) (TES)	In or Through Post Fledgling Area
Mule Deer (MIS)	High Year-Long Range
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?	

Public Uses			
Does this route contribute to recreational opportunities, route 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"/>
Low use			
Low use for rec.			

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: U4392

CMU4392

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: 0.2459694 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:	<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:	Needed.		
low use for eng, low use for timber & range, low use for rec, convenient for fire.			

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District Staff	Limit	limit to admin for timber access.

Maintenance Level: Unauthorized

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

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

Access / Uses				
Uses	Specifically	Primary	Secondary	Tertiary
Administrative Uses	Fire Suppression	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Commercial Ranching Facility	Fence	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Commercial Ranching Facility	Gate	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Wildland Fire	Provides convenient access only			
Low use for engineering, low use for timber and range, convenient for fire.				

Special Resources		
Might the continued use of this route impact State or Federal special status species or their habitat or cultural or any other specially-protected resources or objects identified by Agency planning documents, plan amendments or any other special area designations (e.g. National Monuments)?		Yes
Resource/Concern	Specifically	
Wash	Proximate	
Elk (MIS)	Substantial Summer Range	
Goshawk (MIS) (TES)	In or Through Post Fledgling Area	
Mule Deer (MIS)	High Year-Long Range	
Wild Turkey (MIS)	High Year-Long Range	

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

Public Uses

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

Public Use	Primary	Secondary	Tertiary
ATV Use	<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"/>
Low use			

Low use for rec.

Route Redundancy

Can the commercial, private-property or public uses of this route be adequately met by another route that minimizes impacts to the sensitive resources identified above or that minimizes cumulative effects on various other resources? **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: U4394

CMU4394

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

<input type="checkbox"/> Principal Feeder/Trunk	<input type="checkbox"/> Connector	<input type="checkbox"/> Single Track	Length: 0.5734933 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 Needed.

Information: Low use for engineering, low use for timber & range, low use for rec, convenient for fire.

Maintenance Level: Unauthorized

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

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

Other Access / Uses

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

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

Is the route a regional route that serves more than one planning sub-region? No

Is the route a principal means of connectivity within a sub-region? No

Is the route officially recognized as part of a Federal planning document and is subject to maintenance? No

Access / Uses

Uses	Specifically	Primary	Secondary	Tertiary
Administrative Uses	Fire Suppression	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Commercial Ranching Facility	Fence	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Commercial Ranching Facility	Gate	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Wildland Fire	Provides convenient access only			

Low use for engineering, low use for timber and range, convenient for fire.

Special Resources

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

Resource/Concern	Specifically
Wash	Proximate
Elk (MIS)	Substantial Summer Range
Goshawk (MIS) (TES)	In or Through Post Fledgling Area
Mule Deer (MIS)	High Year-Long Range
Wild Turkey (MIS)	High Year-Long Range

Avoidance, Minimization or Mitigation of Impacts

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

Public Uses			
Does this route contribute to recreational opportunities, route network connectivity, public safety, or other public multi-use access opportunities enumerated in agency Organic laws?			Yes
Public Use	Primary	Secondary	Tertiary
ATV Use	<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"/>
Low use			
Low use for rec.			

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: U4396

CMU4396

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

<input type="checkbox"/> Principal Feeder/Trunk	<input type="checkbox"/> Connector	<input type="checkbox"/> Single Track	Length: 7.656484E-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:	Needed. low use for eng, low use for timber & range, low use for rec, convenient for fire.		
Maintenance Level:	Unauthorized		

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

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

Access / Uses				
Uses	Specifically	Primary	Secondary	Tertiary
Administrative Uses	Fire Suppression	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Commercial Ranching Facility	Fence	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Commercial Ranching Facility	Gate	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Wildland Fire	Provides convenient access only			
Low use for engineering, low use for timber and range, convenient for fire.				

Special Resources	
Might the continued use of this route impact State or Federal special status species or their habitat or cultural or any other specially-protected resources or objects identified by Agency planning documents, plan amendments or any other special area designations (e.g. National Monuments)?	Yes
Resource/Concern	Specifically
Elk (MIS)	Substantial Summer Range
Goshawk (MIS) (TES)	In or Through Post Fledgling Area
Mule Deer (MIS)	High Year-Long Range
Wild Turkey (MIS)	High Year-Long Range

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

Public Uses			
Does this route contribute to recreational opportunities, route network connectivity, public safety, or other public multi-use access opportunities enumerated in agency Organic laws?			Yes
Public Use	Primary	Secondary	Tertiary
ATV Use	<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"/>
Low use			
Low use for rec.			

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 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).		

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

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

- | | | | |
|---|--|--|-------------------------|
| <input type="checkbox"/> Principal Feeder/Trunk | <input type="checkbox"/> Connector | <input type="checkbox"/> Single Track | Length: 0.1137047 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 Needed.
 Information: low use for eng, low use for timber & range, low use for rec, convenient for fire.

Maintenance Level: Unauthorized

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

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

Access / Uses		Primary	Secondary	Tertiary
Uses	Specifically			
Administrative Uses	Fire Suppression	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Commercial Ranching Facility	Fence	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Commercial Ranching Facility	Gate	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Wildland Fire	Provides convenient access only			
Low use for engineering, low use for timber and range, convenient for fire.				

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

Resource/Concern	Specifically
Elk (MIS)	Substantial Summer Range
Goshawk (MIS) (TES)	In or Through Post Fledgling Area
Mule Deer (MIS)	High Year-Long Range
Wild Turkey (MIS)	High Year-Long Range

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

Public Uses			
Does this route contribute to recreational opportunities, route network connectivity, public safety, or other public multi-use access opportunities enumerated in agency Organic laws?			Yes
Public Use	Primary	Secondary	Tertiary
ATV Use	<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"/>
Low use			
Low use for rec.			

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: U4400

CMU4400

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: 0.2482362 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:	<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:	Needed.		
low use for eng, low use for timber & range, low use for rec, convenient for fire.			

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District Staff	Limit	limit to admin for timber access.

Maintenance Level: Unauthorized

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

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

Access / Uses				
Uses	Specifically	Primary	Secondary	Tertiary
Administrative Uses	Fire Suppression	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Commercial Ranching Facility	Fence	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Commercial Ranching Facility	Gate	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Wildland Fire	Provides convenient access only			
Low use for engineering, low use for timber and range, convenient for fire.				

Special Resources	
Might the continued use of this route impact State or Federal special status species or their habitat or cultural or any other specially-protected resources or objects identified by Agency planning documents, plan amendments or any other special area designations (e.g. National Monuments)?	Yes
Resource/Concern	Specifically
Elk (MIS)	Substantial Summer Range
Goshawk (MIS) (TES)	In or Through Post Fledgling Area
Mule Deer (MIS)	High Year-Long Range
Wild Turkey (MIS)	High Year-Long Range

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

Public Uses

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

Public Use	Primary	Secondary	Tertiary
ATV Use	<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"/>
Low use			

Low use for rec.

Route Redundancy

Can the commercial, private-property or public uses of this route be adequately met by another route that minimizes impacts to the sensitive resources identified above or that minimizes cumulative effects on various other resources? **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: U4406

CMU4406

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: 0.2064615 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: Unauthorized

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

Other Access / Uses	
Does the route provide other commercial or administrative access / uses?	No

Special Resources	
Might the continued use of this route impact State or Federal special status species or their habitat or cultural or any other specially-protected resources or objects identified by Agency planning documents, plan amendments or any other special area designations (e.g. National Monuments)?	Yes
Resource/Concern	Specifically
Elk (MIS)	Substantial Summer Range
Mule Deer (MIS)	High Year-Long Range
Wild Turkey (MIS)	High Year-Long Range

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

Public Uses	
Does this route contribute to recreational opportunities, route network connectivity, public safety, or other public multi-use access opportunities enumerated in agency Organic laws?	Yes
Public Use	Primary Secondary Tertiary
ATV Use	<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 public uses of this route be adequately met by another route that minimizes impacts to the sensitive resources identified above or that minimizes cumulative effects on various other resources?	No
The route is utilized for the following:	
Public Uses	Yes
Other	No

Opportunities / Recommendations:
<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: U4408

CMU4408

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: 2.768595 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: Route is needed.
 Route designation applies only to those portions of the route located on public land.

Maintenance Level: Unauthorized

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

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

Access / Uses				
Uses	Specifically	Primary	Secondary	Tertiary
Administrative Uses	Fire Suppression	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Private Property	Access	<input checked="" 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
Elk (MIS)	Substantial Winter Range
Mule Deer (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"/>

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	Yes	
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 checked="" 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: U4410

CMU4410

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

<input type="checkbox"/> Principal Feeder/Trunk	<input type="checkbox"/> Connector	<input type="checkbox"/> Single Track	Length: 0.1891622 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: Unauthorized

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

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

Access / Uses				
Uses	Specifically	Primary	Secondary	Tertiary
Commercial Ranching Facility	Pond, Reservoir	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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	
Elk (MIS)	Substantial Summer Range	
Mule Deer (MIS)	High Year-Long Range	
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?		

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"/>

Route Redundancy		
Can the commercial, private-property or public uses of this route be adequately met by another route that minimizes impacts to the sensitive resources identified above or that minimizes cumulative effects on 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: U4412

CMU4412

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: 0.3026788 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.1E 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				
Uses	Specifically	Primary	Secondary	Tertiary
Mining	Other	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Oil pipeline			

Special Resources		
Might the continued use of this route impact State or Federal special status species or their habitat or cultural or any other specially-protected resources or objects identified by Agency planning documents, plan amendments or any other special area designations (e.g. National Monuments)?		Yes
Resource/Concern	Specifically	
Wildlife / Botany	Route has little/no impact on wildlife habitat and/or habitat effectiveness.	
Wilderness/Roadless	Route has little or no impact on resource	
Elk (MIS)	Substantial Summer Range	
Mule Deer (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
ATV Use	<input type="checkbox"/>	<input type="checkbox"/>
Hunting	<input type="checkbox"/>	<input type="checkbox"/>
Motorized Use Generally	<input type="checkbox"/>	<input type="checkbox"/>
Closed or low current use; alternate route available to area		<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: U4414

CMU4414

Facilitator(s): Ren Scammon
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 type="checkbox"/> Evidence of Construction | | <input 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:

Maintenance Level: Unauthorized

Opportunities / Recommendations:

- Close Limit* Open*

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

Other/Common Name: U4420

CMU4420

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

<input type="checkbox"/> Principal Feeder/Trunk	<input type="checkbox"/> Connector	<input type="checkbox"/> Single Track	Length: 0.2137944 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 Needed.

Information: low use for eng, low use for timber & range, low use for rec, convenient for fire.

Maintenance Level: Unauthorized

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

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

Other Access / Uses

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

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

Is the route a regional route that serves more than one planning sub-region? No

Is the route a principal means of connectivity within a sub-region? No

Is the route officially recognized as part of a Federal planning document and is subject to maintenance? No

Access / Uses

Uses	Specifically	Primary	Secondary	Tertiary
Administrative Uses	Fire Suppression	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Commercial Ranching Facility	Fence	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Commercial Ranching Facility	Gate	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Wildland Fire	Provides convenient access only			

Low use for engineering, low use for timber and range, convenient for fire.

Special Resources

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

Resource/Concern	Specifically
Wash	Proximate
Elk (MIS)	Substantial Summer Range
Goshawk (MIS) (TES)	In or Through Post Fledgling Area
Mule Deer (MIS)	High Year-Long Range
Wild Turkey (MIS)	High Year-Long Range

Avoidance, Minimization or Mitigation of Impacts

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

Public Uses			
Does this route contribute to recreational opportunities, route network connectivity, public safety, or other public multi-use access opportunities enumerated in agency Organic laws?			Yes
Public Use	Primary	Secondary	Tertiary
ATV Use	<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"/>
Low use			
Low use for rec.			

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: U4422

CMU4422

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: 0.2276444 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 Needed:
 Information: Low use, convenient for fire.

Maintenance Level: Unauthorized

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

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

Access / Uses				
Uses	Specifically	Primary	Secondary	Tertiary
Administrative Uses	Fire Suppression	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wildland Fire	Provides convenient access only			
	Low use, convenient for fire.			

Special Resources		
Might the continued use of this route impact State or Federal special status species or their habitat or cultural or any other specially-protected resources or objects identified by Agency planning documents, plan amendments or any other special area designations (e.g. National Monuments)?		Yes
Resource/Concern	Specifically	
Streams and Lakes	Within 200' of Stream(s)	
Wash	Proximate	
Soils	Route Subject to Erosion Concerns	
Elk (MIS)	Substantial Summer Range	
Mule Deer (MIS)	High Year-Long Range	
Wild Turkey (MIS)	High Year-Long Range	

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

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

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.