

Other/Common Name: 30781

EN30781

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: 0.2889821 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: <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: 2 - HIGH CLEARANCE VEHICLES
Township and Range: T.37S R.17W S.23

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

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

Access / Uses		Primary	Secondary	Tertiary
Uses	Specifically			
Administrative Uses	Administrative Site	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lands / Special Uses	Route not necessary			
Range	Road accesses permittee camps, water developments, or other improvements	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Range	Route has noxious weed issues	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Range	Route hinders livestock management (i.e. gated)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Range	Necessary route, long term needed			
Vegetation (Timber and Fuels) - Sales and Management	Not needed for 20-30 years but leave prism			
Wildland Fire	Provides convenient access only			

Special Resources		Yes
Might the continued use of this route impact State or Federal special status species or their habitat or cultural or any other specially-protected resources or objects identified by Agency planning documents, plan amendments or any other special area designations (e.g. National Monuments)?		
Resource/Concern	Specifically	
Engineering	The route is the cause of safety concerns	
Hydrology	None to low risk to soil & water resources	
Wilderness/Roadless	Not likely to be needed in foreseeable future	
Mule Deer (MIS)	High Summer Range	
Wild Turkey (MIS)	High Summer Range	
Engineering: Washboards, narrow		

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

<p>Public Uses</p> <p>Does this route contribute to recreational opportunities, route network connectivity, public safety, or other public multi-use access opportunities enumerated in agency Organic laws?</p>	<p>No</p>
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<p>Route Redundancy</p> <p>Can the commercial or private-property uses of this route be adequately met by another route that minimizes impacts to the sensitive resources identified above or that minimizes cumulative effects on various other resources?</p> <p>The route is utilized for the following:</p> <table style="width: 100%; border: none;"> <tr> <td style="padding-left: 20px;">Commercial / Administrative</td> <td style="text-align: right;">Yes</td> </tr> <tr> <td style="padding-left: 20px;">Private Property</td> <td style="text-align: right;">No</td> </tr> <tr> <td style="padding-left: 20px;">Other</td> <td style="text-align: right;">No</td> </tr> </table>	Commercial / Administrative	Yes	Private Property	No	Other	No	<p>No</p>
Commercial / Administrative	Yes						
Private Property	No						
Other	No						

<p>Opportunities / Recommendations:</p> <p> <input type="checkbox"/> Close <input checked="" type="checkbox"/> Limit* <input type="checkbox"/> Open* </p> <p><input checked="" type="checkbox"/> Limits:</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Limit User <ul style="list-style-type: none"> <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.