

Other/Common Name: 30045

CB30045

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

<input type="checkbox"/> Principal Feeder/Trunk	<input type="checkbox"/> Connector	<input type="checkbox"/> Single Track	Length: 0.4486374 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: 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: Closed-Basic Custodial Care.
Route has not yet been evaluated

Proposal(s):		
Proposed By	Proposed Designation	Proposal Comments
District Staff	Limit	Limited to street legal vehicles- no OHVs.

Maintenance Level: 1 - BASIC CUSTODIAL CARE (CLOSED)
Township and Range: T.35S R.8W S.6

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

Other Access / Uses		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 Range	Necessary route			
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	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	Close to meet big game habitat effectiveness road density standards within GA or to protect important TES/MIS habitat (eg. Nesting, breeding, roosting).
Wilderness/Roadless	Not likely to be needed in foreseeable future
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing
	Number of crossings: 2
Mule Deer (MIS)	High Winter Range
Wild Turkey (MIS)	High Year-Long Range

Avoidance, Minimization or Mitigation of Impacts

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

Public Uses

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

Public Use	Primary	Secondary	Tertiary
Route has unique destination and/or provide a satisfying experience for its type and setting (ie. good scenery, overlook, campsite, historical site, water body)	<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?)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Motorized Camping - Developed	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Family Camp/ Group Camp Vermillion Castle Campground	<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:

Close Limit* Open*

Limits:

<input checked="" type="checkbox"/> Limit Mode of Transportation	
<input type="checkbox"/> Non-Motorized	<input type="checkbox"/> Stock High Clearance Vehicles (Trucks, SUVs)
<input type="checkbox"/> Non-Motorized and Non-Mechanical	<input type="checkbox"/> Stock 4-Wheel Drive Vehicles
<input type="checkbox"/> Pedestrian	<input type="checkbox"/> Stock 4-Wheel Drive / High Clearance Vehicles
<input 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 checked="" type="checkbox"/> Other: Limited to street legal vehicles- no OHVs.	

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

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

Other/Common Name: 30048

CB30048

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: 14.53461 miles
<input type="checkbox"/> Other	<input type="checkbox"/> Loop	<input type="checkbox"/> Motorcycle Track	
	<input type="checkbox"/> Spur	<input type="checkbox"/> ATV Route	Use Level: High
<input checked="" type="checkbox"/> Evidence of Construction: Gravel in places		<input type="checkbox"/> Dual Track	Maint. # (if any)
<input checked="" type="checkbox"/> Regularly Maintained		<input checked="" type="checkbox"/> Graded Track	
<input type="checkbox"/> Infrequently Maintained			
<input type="checkbox"/> Maintained in Past			

Jurisdictions: BLM USFS State Military Private Other:

Additional Information: "Second Left Hand" road
 Route designation applies only to those portions of the route located on public land.

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
Iron County		Route included in Iron County Proposal

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
 Township and Range: T.36S R.7W S.28
 Trail Number (if any): 32024

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

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

Access / Uses					
Uses	Specifically	Primary	Secondary	Tertiary	
Commercial Ranching Facility	Fence	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
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	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				
	Fire Fuels: Center creek				

Special Resources

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

Resource/Concern	Specifically
Engineering	The route is substantially brushed in, in very poor condition or a particular burden for maintenance
Engineering	Necessary road, long term needed
Hydrology	Route impacts channels, floodplains or wetlands
Hydrology	Route contributes to erosion or slope failure
Hydrology	Moderate risk to soil & water resources
Wildlife / Botany	Route has little/no impact on wildlife habitat and/or habitat effectiveness.
Wilderness/Roadless	Not likely to be needed in foreseeable future
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing
	Number of crossings: 13
Riparian (MIS)	9A - Riparian Management
Riparian (MIS)	In, Along (within the banks or high water mark)
Riparian (MIS)	Cross
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer Range
	Engineering: Prone to flash flooding damage. Hydro: Center Creek.

Avoidance, Minimization or Mitigation of Impacts

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

Public Uses

Does this route contribute to recreational 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"/>
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"/>
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
OHV Touring	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Parking Area / Trailhead	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Trailheads	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
High use (summer or winter); part of summer loop route; part of designated route system; no alternate route to destination or area			
Recreation: Markaquant System			

Route Redundancy

Can the commercial, private-property or public uses of this route be adequately met by another route that minimizes impacts to the sensitive resources identified above or that minimizes cumulative effects on various other resources? **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: 30049

CB30049

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: 4.168939 miles
<input checked="" type="checkbox"/> Evidence of Construction: Paved to 30359 then gravel to the south		<input type="checkbox"/> Dual Track	Use Level: High
<input checked="" type="checkbox"/> Regularly Maintained		<input checked="" type="checkbox"/> Graded Track	Maint. # (if any)
<input type="checkbox"/> Infrequently Maintained			
<input type="checkbox"/> Maintained in Past			

Jurisdictions: BLM USFS State Military Private Other:

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

Proposal(s):

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

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
 Township and Range: T.35S R.8W S.30

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

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

Access / Uses		Primary	Secondary	Tertiary
Uses	Specifically			
Commercial Ranching Facility	Fence	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Commercial Ranching Facility	Spring Head Works	<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"/>
Range	Road accesses permittee camps, water developments, or other improvements	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Range	Necessary route, long term needed			
Vegetation (Timber and Fuels) - Sales and Management	Route provides access for future vegetation management projects	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Route specifically assists in fuels management	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Necessary route, possible haul route, long term needed			
Wildland Fire	Route provides access to legal water sources	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wildland Fire	Route serves as a main access for firefighting	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wildland Fire	Route serves as an escape route for Wildland Urban Interface (could include cabins, campgrounds, etc)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Fire Fuels: Bowery Creek, Yankee Reservoir. Lands: *Utah DWR - Yankee Reservoir. +Municipal water.				

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 the cause of safety concerns	
Engineering	Necessary road, long term needed	
Hydrology	Route impacts channels, floodplains or wetlands	
Hydrology	Route contributes to erosion or slope failure	
Hydrology	Moderate risk to soil & water resources	
Wildlife / Botany	Route encroaches on a sensitive area or impact TES/MIS species	
Wildlife / Botany	Route has little/no impact on wildlife habitat and/or habitat effectiveness.	
Wilderness/Roadless	Not likely to be needed in foreseeable future	
Streams and Lakes	Within 200' of Stream(s)	
Streams and Lakes	Stream Crossing	
	Number of crossings: 11	
Riparian (MIS)	9A - Riparian Management	
Riparian (MIS)	In, Along (within the banks or high water mark)	
Riparian (MIS)	Cross	
Soils	Route Subject to Erosion Concerns	
Elk (MIS)	High Summer Range	
Goshawk (MIS) (TES)	In or Through Post Fledgling Area	
Mule Deer (MIS)	High Winter Range	
Mule Deer (MIS)	High Summer Range	
Wild Turkey (MIS)	High Year-Long Range	
Wild Turkey (MIS)	High Summer Range	
Other Wildlife	Other	
	Mixed trout fishery	
	Engineering: Close to paved/site distance. Hydro: Bowery Creek.	

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"/>
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"/>
Boating and Water Access		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Camping - Developed		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Camping - Primitive		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Dispersed Camping Site		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Equestrian		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Family Camp/ Group Camp		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Fishing		<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"/>
OHV Touring		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vistas, Sightseeing, Photography		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Wildlife Watching		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
High use (summer or winter); part of summer loop route; part of designated route system; no alternate route to destination or area				
Recreation: Yankee Reservoir				

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

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

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

Other/Common Name: 30049A

CB30049A

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: 4.868611 miles
<input checked="" type="checkbox"/> Evidence of Construction: Paved to 30359 then gravel to the south		<input type="checkbox"/> Dual Track	Use Level: High
<input checked="" type="checkbox"/> Regularly Maintained		<input checked="" type="checkbox"/> Graded Track	Maint. # (if any)
<input type="checkbox"/> Infrequently Maintained			
<input type="checkbox"/> Maintained in Past			

Jurisdictions: BLM USFS State Military Private Other:

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

Proposal(s):

Proposed By District Staff	Proposed Designation Limit	Proposal Comments Limited to street legal vehicles- no OHVs.
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Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
 Township and Range: T.35S R.8W S.30

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

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

Access / Uses		Primary	Secondary	Tertiary
Uses	Specifically			
Commercial Ranching Facility	Fence	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Commercial Ranching Facility	Spring Head Works	<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"/>
Range	Road accesses permittee camps, water developments, or other improvements	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Range	Necessary route, long term needed			
Vegetation (Timber and Fuels) - Sales and Management	Route provides access for future vegetation management projects	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Route specifically assists in fuels management	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Necessary route, possible haul route, long term needed			
Wildland Fire	Route provides access to legal water sources	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wildland Fire	Route serves as a main access for firefighting	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wildland Fire	Route serves as an escape route for Wildland Urban Interface (could include cabins, campgrounds, etc)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Fire Fuels: Bowery Creek, Yankee Reservoir. Lands: *Utah DWR - Yankee Reservoir. +Municipal water.				

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 the cause of safety concerns	
Engineering	Necessary road, long term needed	
Hydrology	Route impacts channels, floodplains or wetlands	
Hydrology	Route contributes to erosion or slope failure	
Hydrology	Moderate risk to soil & water resources	
Wildlife / Botany	Route encroaches on a sensitive area or impact TES/MIS species	
Wildlife / Botany	Route has little/no impact on wildlife habitat and/or habitat effectiveness.	
Wilderness/Roadless	Not likely to be needed in foreseeable future	
Streams and Lakes	Within 200' of Stream(s)	
Streams and Lakes	Stream Crossing	
	Number of crossings: 11	
Riparian (MIS)	9A - Riparian Management	
Riparian (MIS)	In, Along (within the banks or high water mark)	
Riparian (MIS)	Cross	
Soils	Route Subject to Erosion Concerns	
Elk (MIS)	High Summer Range	
Goshawk (MIS) (TES)	In or Through Post Fledgling Area	
Mule Deer (MIS)	High Winter Range	
Mule Deer (MIS)	High Summer Range	
Wild Turkey (MIS)	High Year-Long Range	
Wild Turkey (MIS)	High Summer Range	
Other Wildlife	Other	
	Mixed trout fishery	
	Engineering: Close to paved/site distance. Hydro: Bowery Creek.	

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"/>
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"/>
Boating and Water Access		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Camping - Developed		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Camping - Primitive		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Dispersed Camping Site		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Equestrian		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Family Camp/ Group Camp		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Fishing		<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"/>
OHV Touring		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vistas, Sightseeing, Photography		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Wildlife Watching		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
High use (summer or winter); part of summer loop route; part of designated route system; no alternate route to destination or area				
Recreation: Yankee Reservoir				

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 Mode of Transportation		
<input type="checkbox"/> Non-Motorized	<input type="checkbox"/> Stock High Clearance Vehicles (Trucks, SUVs)	
<input type="checkbox"/> Non-Motorized and Non-Mechanical	<input type="checkbox"/> Stock 4-Wheel Drive Vehicles	
<input type="checkbox"/> Pedestrian	<input type="checkbox"/> Stock 4-Wheel Drive / High Clearance Vehicles	
<input 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 checked="" type="checkbox"/> Other: Limited to street legal vehicles- no OHVs.		

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

Other/Common Name: 30052

CB30052

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

- | | | | |
|---|---|--|------------------------|
| <input checked="" type="checkbox"/> Principal Feeder/Trunk | <input checked="" type="checkbox"/> Connector | <input type="checkbox"/> Single Track | |
| <input type="checkbox"/> Other | <input type="checkbox"/> Loop | <input type="checkbox"/> Motorcycle Track | |
| | <input type="checkbox"/> Spur | <input type="checkbox"/> ATV Route | Length: 7.781703 miles |
| <input checked="" type="checkbox"/> Evidence of Construction: Gravel road | | <input type="checkbox"/> Dual Track | Use Level: High |
| <input checked="" type="checkbox"/> Regularly Maintained | | <input checked="" type="checkbox"/> Graded Track | Maint. # (if any) |
| <input type="checkbox"/> Infrequently Maintained | | | |
| <input type="checkbox"/> Maintained in Past | | | |

Jurisdictions: BLM USFS State Military Private Other:

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

Proposal(s):

Proposed By
District Staff
Iron County

Proposed Designation
Open

Proposal Comments
leave this route open to all users.
Route included in Iron County Proposal

Maintenance Level: 3 - SUITABLE FOR PASSENGER CARS
Township and Range: T.37S R.9W S.21
Trail Number (if any): 32011

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

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

No

Other Access / Uses

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

Access / Uses				
Uses	Specifically	Primary	Secondary	Tertiary
Commercial Ranching Facility	Fence	<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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Commercial Ranching Facility	Spring Head Works	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lands / Special Uses	Route provides access to private or other agency land	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lands / Special Uses	There is an easement or legal right-of-way	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lands / Special Uses	Necessary route	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Private Property	Access	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Range	Road accesses permittee camps, water developments, or other improvements	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Range	Necessary route, long term needed	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Route provides access for future vegetation management projects	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Route specifically assists in fuels management	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Necessary route, possible haul route, long term needed	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wildland Fire	Route provides access to 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	Necessary road. Provides access to lookout, helibase, large geographic area; provides a level of safety to public or firefolks	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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	Necessary road, long term needed	
Hydrology	Route impacts channels, floodplains or wetlands	
Hydrology	Route contributes to erosion or slope failure	
Hydrology	None to low risk to soil & water resources	
Wildlife / Botany	Route encroaches on a sensitive area or impact TES/MIS species	
Wildlife / Botany	Route impacts specific wildlife habitat or security	
Wilderness/Roadless	Necessary road, long term needed	
Streams and Lakes	Within 200' of Stream(s)	
Streams and Lakes	Stream Crossing	
Riparian (MIS)	Number of crossings: 3	
Wash	Proximate (within 1/2 mile)	
Soils	Cross	
Elk (MIS)	Route Subject to Erosion Concerns	
Mule Deer (MIS)	High Summer Range	
Wild Turkey (MIS)	High Summer Range	

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

Public Uses				
Does this route contribute to recreational opportunities, route network connectivity, public safety, or other public multi-use access opportunities enumerated in agency Organic laws?				Yes
Public Use	Primary	Secondary	Tertiary	
Route has 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"/>	
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 - Developed	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Camping - Primitive	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Dispersed Camping Site	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Equestrian	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Family Camp/ Group Camp	<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 type="checkbox"/>	<input checked="" type="checkbox"/>	
Snowmobile	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
SUV Touring	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Vistas, Sightseeing, Photography	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Wildlife Watching	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
High use (summer or winter); part of summer loop route; part of designated 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	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		
<input checked="" type="checkbox"/> Maintenance Recommendations: Improve 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: 30052A

CB30052A

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: |
| <input checked="" type="checkbox"/> Evidence of Construction: Gravel road | | <input type="checkbox"/> Dual Track | Use Level: High |
| <input checked="" type="checkbox"/> Regularly Maintained | | <input checked="" type="checkbox"/> Graded Track | Maint. # (if any) |
| <input type="checkbox"/> Infrequently Maintained | | | |
| <input type="checkbox"/> Maintained in Past | | | |

Jurisdictions: BLM USFS State Military Private Other:

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

Proposal(s):

Proposed By
District Staff

Proposed Designation
Limit

Proposal Comments
Limited to street legal vehicles- no OHVs.

Maintenance Level: 3 - SUITABLE FOR PASSENGER CARS
Township and Range: T.37S R.9W S.21
Trail Number (if any): 32011

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

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

No

Other Access / Uses

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

Yes

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

Yes

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

No

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

Yes

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

No

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

Special Resources			
<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	Necessary road, long term needed		
Hydrology	Route impacts channels, floodplains or wetlands		
Hydrology	Route contributes to erosion or slope failure		
Hydrology	None to low risk to soil & water resources		
Wildlife / Botany	Route encroaches on a sensitive area or impact TES/MIS species		
Wildlife / Botany	Route impacts specific wildlife habitat or security		
Wilderness/Roadless	Necessary road, long term needed		
Streams and Lakes	Within 200' of Stream(s)		
Streams and Lakes	Stream Crossing		
	Number of crossings: 3		
Riparian (MIS)	Proximate (within 1/2 mile)		
Wash	Cross		
Soils	Route Subject to Erosion Concerns		
Elk (MIS)	High Summer Range		
Mule Deer (MIS)	High Summer Range		
Wild Turkey (MIS)	High Summer Range		

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

Public Uses				
Does this route contribute to recreational opportunities, route network connectivity, public safety, or other public multi-use access opportunities enumerated in agency Organic laws?				Yes
Public Use	Primary	Secondary		
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"/>	
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 - Developed	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Camping - Primitive	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Dispersed Camping Site	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Equestrian	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Family Camp/ Group Camp	<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 type="checkbox"/>	<input checked="" type="checkbox"/>	
Snowmobile	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
SUV Touring	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Vistas, Sightseeing, Photography	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Wildlife Watching	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
High use (summer or winter); part of summer loop route; part of designated 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	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"/> Limit		
<input checked="" type="checkbox"/> Maintenance Recommendations: Improve drainage		
Limits:		
<input checked="" type="checkbox"/> Limit Mode of Transportation		
<input type="checkbox"/> Non-Motorized	<input type="checkbox"/> Stock High Clearance Vehicles (Trucks, SUVs)	
<input type="checkbox"/> Non-Motorized and Non-Mechanical	<input type="checkbox"/> Stock 4-Wheel Drive Vehicles	
<input type="checkbox"/> Pedestrian	<input type="checkbox"/> Stock 4-Wheel Drive / High Clearance Vehicles	
<input 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 checked="" type="checkbox"/> Other: Limited to street legal vehicles- no OHVs.		

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

Other/Common Name: 30066

CB30066

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: 0.5366762 miles
<input checked="" type="checkbox"/> Evidence of Construction: Paved		<input type="checkbox"/> Dual Track	Use Level: High
<input checked="" type="checkbox"/> Regularly Maintained		<input checked="" type="checkbox"/> Graded Track	Maint. # (if any)
<input type="checkbox"/> Infrequently Maintained			
<input type="checkbox"/> Maintained in Past			

Jurisdictions: BLM USFS State Military Private Other:

Additional Information:

Proposal(s):

Proposed By District Staff	Proposed Designation Limit	Proposal Comments Limited to street legal vehicles- no OHVs.
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Maintenance Level: 4 - MODERATE DEGREE OF USER COMFORT
 Township and Range: T.37S R.9W 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)?	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?	No	
Is the route officially recognized as part of a Federal planning document and is subject to maintenance?	Yes	

Access / Uses				
Uses	Specifically	Primary	Secondary	Tertiary
Administrative Uses	Administrative Site	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lands / Special Uses Range	Route not necessary			
Vegetation (Timber and Fuels) - Sales and Management	Not likely to be needed in foreseeable future			
Wildland Fire	Not likely to be needed in foreseeable future			
	Provides 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	None to low risk to soil & water resources	
Wildlife / Botany	Route has little/no impact on wildlife habitat and/or habitat effectiveness.	
Wilderness/Roadless	Not likely to be needed in foreseeable future	
Streams and Lakes	Within 200' of Stream(s)	
Streams and Lakes	Stream Crossing	
	Number of crossings: 1	
Wash	Proximate	
Elk (MIS)	High Summer Range	
Mule Deer (MIS)	High Summer Range	
Wild Turkey (MIS)	High Summer Range	

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

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

Public Use	Primary	Secondary	Tertiary
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"/>
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 - Developed	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Equestrian	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Family Camp/ Group Camp	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Hiking	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Hunting	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Mountain Biking	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
SUV Touring	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vistas, Sightseeing, Photography	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wildlife Watching	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

High use (summer or winter); part of summer loop route; part of designated 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:

<input checked="" type="checkbox"/> Limit Mode of Transportation	
<input type="checkbox"/> Non-Motorized	<input type="checkbox"/> Stock High Clearance Vehicles (Trucks, SUVs)
<input type="checkbox"/> Non-Motorized and Non-Mechanical	<input type="checkbox"/> Stock 4-Wheel Drive Vehicles
<input type="checkbox"/> Pedestrian	<input type="checkbox"/> Stock 4-Wheel Drive / High Clearance Vehicles
<input 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 checked="" type="checkbox"/> Other: Limited to street legal vehicles- no OHVs.	

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

Other/Common Name: 30072

CB30072

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: 0.527147 miles
<input checked="" type="checkbox"/> Evidence of Construction: Gravel road		<input type="checkbox"/> Dual Track	Use Level: High
<input checked="" type="checkbox"/> Regularly Maintained		<input checked="" type="checkbox"/> Graded Track	Maint. # (if any)
<input type="checkbox"/> Infrequently Maintained			
<input type="checkbox"/> Maintained in Past			

Jurisdictions: BLM USFS State Military Private Other:

Additional Information:

Proposal(s):

Proposed By District Staff	Proposed Designation Limit	Proposal Comments Limited to street legal vehicles- no OHVs.
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Maintenance Level: 3 - SUITABLE FOR PASSENGER CARS
 Township and Range: T.37S R.9W S.19

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

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

Access / Uses		Primary	Secondary	Tertiary
Uses	Specifically			
Administrative Uses	Administrative Site	<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	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"/>
Lands / Special Uses	Route provides convenient access			
Range	Not likely to be needed in foreseeable future			
Vegetation (Timber and Fuels) - Sales and Management	Not likely to be needed in foreseeable future			
Wildland Fire	Provides convenient access only			

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

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

Public Uses			
Does this route contribute to recreational 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"/>
The route is a primary recreation access route, a designated system route, or a route with pending designation status (ie. Markagunt & High Desert trails?) Motorized	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Camping - Developed	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Family Camp/ Group Camp	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Motorized Use Generally	<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 Mode of Transportation		
<input type="checkbox"/> Non-Motorized	<input type="checkbox"/> Stock High Clearance Vehicles (Trucks, SUVs)	
<input type="checkbox"/> Non-Motorized and Non-Mechanical	<input type="checkbox"/> Stock 4-Wheel Drive Vehicles	
<input type="checkbox"/> Pedestrian	<input type="checkbox"/> Stock 4-Wheel Drive / High Clearance Vehicles	
<input 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 checked="" type="checkbox"/> Other: Limited to street legal vehicles- no OHVs.		

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

Other/Common Name: 30204

CB30204

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

- | | | | |
|--|---|--|------------------------|
| <input type="checkbox"/> Principal Feeder/Trunk | <input checked="" type="checkbox"/> Connector | <input type="checkbox"/> Single Track | |
| <input checked="" type="checkbox"/> Other | <input type="checkbox"/> Loop | <input type="checkbox"/> Motorcycle Track | |
| | <input type="checkbox"/> Spur | <input type="checkbox"/> ATV Route | Length: 2.399159 miles |
| <input checked="" type="checkbox"/> Evidence of Construction: Graded | | <input checked="" type="checkbox"/> Dual Track | Use Level: High |
| <input checked="" 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: Potential public forest service road
 Route designation applies only to those portions of the route located on public land.

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
 Township and Range: T.36S R.9W 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	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			
Private Property	Access	<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	Necessary route, long term needed			
Utilities	Municipal Supply Watersheds	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Route provides access for future vegetation management projects	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Route specifically assists in fuels management	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Necessary route, possible haul route, long term needed			
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

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

Resource/Concern	Specifically
Engineering	Necessary road, long term needed
Hydrology	Route contributes to erosion or slope failure
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route has little/no impact on wildlife habitat and/or habitat effectiveness.
Wilderness/Roadless	Not likely to be needed in foreseeable future
Wilderness / Wilderness	Proximate (within 1 mile)
Study Areas	
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer Range

Avoidance, Minimization or Mitigation of Impacts

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

Public Uses

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

Public Use	Primary	Secondary	Tertiary
Route has unique destination and/or provide a satisfying experience for its type and setting (ie. good scenery, overlook, campsite, historical site, water body)	<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 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mountain Biking	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
OHV Touring	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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			

Route Redundancy

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

The route is utilized for the following:

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

Opportunities / Recommendations:

Close Limit* Open*

Open to All Uses

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

Other/Common Name: 30265

CB30265

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: 20.28133 miles
<input checked="" type="checkbox"/> Evidence of Construction: Graded		<input type="checkbox"/> Dual Track	Use Level: High
<input checked="" type="checkbox"/> Regularly Maintained		<input checked="" type="checkbox"/> Graded Track	Maint. # (if any)
<input type="checkbox"/> Infrequently Maintained			
<input type="checkbox"/> Maintained in Past			

Jurisdictions: BLM USFS State Military Private Other:

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

Maintenance Level: 3 - SUITABLE FOR PASSENGER CARS
 Township and Range: T.36S R.9W 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		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?	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	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"/>
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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Private Property	Access	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Range	Road accesses permittee camps, water developments, or other improvements	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Range	Necessary route, long term needed	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Route provides access for future vegetation management projects	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Route specifically assists in fuels management	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Necessary route, possible haul route, long term needed	<input 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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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 the cause of safety concerns	
Engineering	Necessary road, long term needed	
Hydrology	Route impacts channels, floodplains or wetlands	
Hydrology	Route contributes to erosion or slope failure	
Hydrology	Moderate risk to soil & water resources	
Wildlife / Botany	Route encroaches on a sensitive area or impact TES/MIS species	
Wildlife / Botany	Route has little/no impact on wildlife habitat and/or habitat effectiveness.	
Wilderness/Roadless	Not likely to be needed in foreseeable future	
Wilderness / Wilderness	Proximate (within 1 mile)	
Study Areas		
Streams and Lakes	Within 200' of Stream(s)	
Streams and Lakes	Stream Crossing	
	Number of crossings: 5	
Riparian (MIS)	Cross	
Wash	Cross	
Elk (MIS)	High Summer Range	
Mule Deer (MIS)	High Summer Range	
Wild Turkey (MIS)	High Summer Range	
Engineering: Site distance, some sharp curves		

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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Camping - Primitive		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Dispersed Camping Site		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Equestrian		<input type="checkbox"/>	<input 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"/>
Mountain Biking		<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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wilderness / WSA Access		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Wildlife Watching		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
High use (summer or winter); part of summer loop route; part of designated 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?	No
The route is utilized for the following:	
Commercial / Administrative	Yes
Private Property	Yes
Public Uses	Yes
Other	No

Opportunities / Recommendations: Close Limit* Open* Open to All Uses

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

Other/Common Name: 30281

CB30281

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: 1.079503 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.9W S.8

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

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

Access / Uses		Primary	Secondary	Tertiary
Uses	Specifically			
Commercial Ranching Facility	Pond, Reservoir	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lands / Special Uses	Route provides convenient access			
Range	Road accesses permittee camps, water developments, or other improvements	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Range	Necessary route, long term needed			
Vegetation (Timber and Fuels) - Sales and Management	Route provides access for future vegetation management projects	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Not needed for 20-30 years 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			
	Fire Fuels: Lookout			

Special Resources

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

Resource/Concern	Specifically
Engineering	The route is substantially brushed in, in very poor condition or a particular burden for maintenance
Engineering	Necessary road, long term needed
Hydrology	Route contributes to erosion or slope failure
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route encroaches on a sensitive area or impact TES/MIS species
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Wilderness/Roadless	Not likely to be needed in foreseeable future
Wilderness / Wilderness Study Areas	Proximate (within 1 mile)
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer Range

Engineering: Down trees, poor drainage

Avoidance, Minimization or Mitigation of Impacts

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

Public Uses

Does this route contribute to recreational 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"/>
The route is a primary recreation access route, a designated system route, or a route with pending designation status (ie. Markagunt & High Desert trails?) Motorized	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ATV Use	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Camping - Primitive	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Dispersed Camping Site	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Equestrian	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vistas, Sightseeing, Photography	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wildlife Watching	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
High use (summer or winter); part of summer loop route; part of designated route system; no alternate route to destination or area			

Route Redundancy

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

The route is utilized for the following:

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

Opportunities / Recommendations:

Close Limit* Open*

Open to All Uses

Maintenance Recommendations: Put in road prism.

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

Other/Common Name: 30359

CB30359

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: 8.634951 miles |
| <input checked="" type="checkbox"/> Evidence of Construction: Graded in places | | <input checked="" type="checkbox"/> Dual Track | Use Level: Medium |
| <input type="checkbox"/> Regularly Maintained | | <input type="checkbox"/> Graded Track | Maint. # (if any) |
| <input checked="" type="checkbox"/> Infrequently Maintained | | | |
| <input type="checkbox"/> Maintained in Past | | | |

Jurisdictions: BLM USFS State Military Private Other:

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

Proposal(s):

Proposed By
District Staff

Proposed Designation
Limit

Proposal Comments
Limited to street legal vehicles- no OHVs.

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
Township and Range: T.35S R.8W S.9

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

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

No

Other Access / Uses

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

Yes

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

Yes

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

No

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

No

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

No

Access / Uses				
Uses	Specifically	Primary	Secondary	Tertiary
Commercial Ranching Facility	Fence	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Commercial Ranching Facility	Gate	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lands / Special Uses	Route provides access to private or other agency land	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lands / Special Uses	Necessary route			
Private Property	Access	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Range	Road accesses permittee camps, water developments, or other improvements	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Range	Necessary route, long term needed			
Vegetation (Timber and Fuels) - Sales and Management	Route provides access for future vegetation management projects	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Route specifically assists in fuels management	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Not needed for 20-30 years but leave prism			
Wildland Fire	Route 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	Necessary road. Provides access to lookout, helibase, large geographic area; provides a level of safety to public or firefolks			
Fire Fuels: Robinson Reservoir. Lands: ? Easement. Range: Reservoir. Vegetation: Possible future fuels/veg. treatment.				

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	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	None to low risk to soil & water resources	
Wildlife / Botany	Route has little/no impact on wildlife habitat and/or habitat effectiveness.	
Wilderness/Roadless	Not likely to be needed in foreseeable future	
Streams and Lakes	Within 200' of Stream(s)	
Streams and Lakes	Stream Crossing	
	Number of crossings: 1	
Riparian (MIS)	Proximate (within 1/2 mile)	
Wash	Cross	
Soils	Route Subject to Erosion Concerns	
Elk (MIS)	High Summer Range	
Mule Deer (MIS)	High Summer Range	
Wild Turkey (MIS)	High Summer Range	

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

Public Uses

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

Public Use	Primary	Secondary	Tertiary
Route has 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"/>
ATV Use	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Dispersed Camping Site	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Hunting	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Motorized Use Generally	<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	Yes
Public Uses	Yes
Other	No

Opportunities / Recommendations:

Close
 Limit*
 Open*

Limits:

<input checked="" type="checkbox"/> Limit Mode of Transportation	
<input type="checkbox"/> Non-Motorized	<input type="checkbox"/> Stock High Clearance Vehicles (Trucks, SUVs)
<input type="checkbox"/> Non-Motorized and Non-Mechanical	<input type="checkbox"/> Stock 4-Wheel Drive Vehicles
<input type="checkbox"/> Pedestrian	<input type="checkbox"/> Stock 4-Wheel Drive / High Clearance Vehicles
<input 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 checked="" type="checkbox"/> Other: Limited to street legal vehicles- no OHVs.	

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

Other/Common Name: 30361

CB30361

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: 0.5844344 miles
<input checked="" type="checkbox"/> Evidence of Construction: Graded in places (the first 1/2 mile)		<input checked="" type="checkbox"/> Dual Track	Use Level: High
<input checked="" type="checkbox"/> Regularly Maintained		<input type="checkbox"/> Graded Track	Maint. # (if any)
<input type="checkbox"/> Infrequently Maintained			
<input type="checkbox"/> Maintained in Past			

Jurisdictions: BLM USFS State Military Private Other:

Additional Information:

Proposal(s):	Proposed By	Proposed Designation	Proposal Comments
	District Staff	Limit	Limited to street legal vehicles- no OHVs.

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
 Township and Range: T.37S R.10W S.12
 Trail Number (if any): 32023

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

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

Access / Uses		Primary	Secondary	Tertiary
Uses	Specifically			
Commercial Ranching Facility	Fence	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Commercial Ranching Facility	Spring Head Works	<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	Necessary route			
Range	Road accesses permittee camps, water developments, or other improvements	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Range	Necessary route, long term needed			
Utilities	Electrical Transmission	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Route provides access for future vegetation management projects	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Not needed for 20-30 years but leave prism			
Wildland Fire	Route serves as a main access for firefighting	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wildland Fire	Provides convenient access only			
	Lands: mountain bike groups on Blowhard			

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 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	None to low risk to soil & water resources	
Wildlife / Botany	Route encroaches on a sensitive area or impact TES/MIS species	
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.	
Wilderness/Roadless	Necessary road, long term needed	
Wilderness / Wilderness Study Areas	Leads to Wilderness/WSA (Wilderness Study Area)	
Wilderness / Wilderness Study Areas	Proximate (within 1 mile)	
Streams and Lakes	Within 200' of Stream(s)	
Riparian (MIS)	Proximate (within 1/2 mile)	
Wash	Proximate	
Soils	Route Subject to Erosion Concerns	
Elk (MIS)	High Summer Range	
Mule Deer (MIS)	High Summer Range	
Wild Turkey (MIS)	High Summer Range	
Engineering: Site distance		

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"/>	
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"/>	
There is social conflict associated with this route (ie. Motorized vs non 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"/>	
Hiking	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Hunting	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Mountain Biking	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Parking Area / Trailhead	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Trailheads	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Vistas, Sightseeing, Photography	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Wilderness / WSA Access	<input checked="" type="checkbox"/>	<input 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: Road needs to be closed to ATVs				

Route Redundancy

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

The route is utilized for the following:

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

Opportunities / Recommendations:

Close
 Limit*
 Open*

Limit

Maintenance Recommendations: Improve drainage and stability

Limits:

Limit Mode of Transportation

<input type="checkbox"/> Non-Motorized <input type="checkbox"/> Non-Motorized and Non-Mechanical <input type="checkbox"/> Pedestrian <input type="checkbox"/> ATV <input type="checkbox"/> Motorcycle <input type="checkbox"/> Single Track <input checked="" type="checkbox"/> Other: Limited to street legal vehicles- no OHVs.	<input type="checkbox"/> Stock High Clearance Vehicles (Trucks, SUVs) <input type="checkbox"/> Stock 4-Wheel Drive Vehicles <input type="checkbox"/> Stock 4-Wheel Drive / High Clearance Vehicles <input type="checkbox"/> Modified 4-Wheel Drive Vehicles <input type="checkbox"/> Equestrian <input type="checkbox"/> Mountain Bike
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Install gate at the north end of this route

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

Other/Common Name: 30361A

CB30361A

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: 0.3385684 miles
<input checked="" type="checkbox"/> Evidence of Construction: Graded in places (the first 1/2 mile)		<input checked="" type="checkbox"/> Dual Track	Use Level: High
<input checked="" type="checkbox"/> Regularly Maintained		<input type="checkbox"/> Graded Track	Maint. # (if any)
<input type="checkbox"/> Infrequently Maintained			
<input type="checkbox"/> Maintained in Past			

Jurisdictions: BLM USFS State Military Private Other:

Additional Information:

Proposal(s):	Proposed By	Proposed Designation	Proposal Comments
	District Staff	Limit	limit to admin and non-motorized for the public.

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
 Township and Range: T.37S R.10W S.12
 Trail Number (if any): 32023

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

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

Access / Uses		Primary	Secondary	Tertiary
Uses	Specifically			
Commercial Ranching Facility	Fence	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Commercial Ranching Facility	Spring Head Works	<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	Necessary route			
Range	Road accesses permittee camps, water developments, or other improvements	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Range	Necessary route, long term needed			
Utilities	Electrical Transmission	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Route provides access for future vegetation management projects	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Not needed for 20-30 years but leave prism			
Wildland Fire	Route serves as a main access for firefighting	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wildland Fire	Provides convenient access only			
Lands: mountain bike groups on Blowhard				

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 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	None to low risk to soil & water resources	
Wildlife / Botany	Route encroaches on a sensitive area or impact TES/MIS species	
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.	
Wilderness/Roadless	Necessary road, long term needed	
Wilderness / Wilderness Study Areas	Leads to Wilderness/WSA (Wilderness Study Area)	
Wilderness / Wilderness Study Areas	Proximate (within 1 mile)	
Streams and Lakes	Within 200' of Stream(s)	
Riparian (MIS)	Proximate (within 1/2 mile)	
Wash	Proximate	
Soils	Route Subject to Erosion Concerns	
Elk (MIS)	High Summer Range	
Mule Deer (MIS)	High Summer Range	
Wild Turkey (MIS)	High Summer Range	
Engineering: Site distance		

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

Public Uses				Yes
Public Use	Primary	Secondary	Tertiary	
Does this route contribute to recreational opportunities, route network connectivity, public safety, or other public multi-use access opportunities enumerated in agency Organic laws?				
Route 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"/>	
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"/>	
There is social conflict associated with this route (ie. Motorized vs non 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"/>	
Hiking	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Hunting	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Mountain Biking	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Parking Area / Trailhead	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Trailheads	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Vistas, Sightseeing, Photography	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Wilderness / WSA Access	<input checked="" type="checkbox"/>	<input 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: Road needs to be closed to ATVs				

Route Redundancy

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

The route is utilized for the following:

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

Opportunities / Recommendations:

Close
 Limit*
 Open*

Limits:

- Limit User
 - Motorized Administrative use (including Federal, State and Local 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: 30361B

CB30361B

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: 0.2077772 miles
<input checked="" type="checkbox"/> Evidence of Construction: Graded in places (the first 1/2 mile)		<input checked="" type="checkbox"/> Dual Track	Use Level: High
<input checked="" type="checkbox"/> Regularly Maintained		<input type="checkbox"/> Graded Track	Maint. # (if any)
<input type="checkbox"/> Infrequently Maintained			
<input type="checkbox"/> Maintained in Past			

Jurisdictions: BLM USFS State Military Private Other:

Additional Information:

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District Staff	Limit	limit to non-motorized and convert to trail.

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
 Township and Range: T.37S R.10W S.12
 Trail Number (if any): 32023

Official Right-of-Way or Officially-Recognized County 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	Fence	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Commercial Ranching Facility	Spring Head Works	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lands / Special Uses	Route provides access for recreation or non-recreation special uses	<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	Necessary route, long term needed			
Utilities	Electrical Transmission	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Route provides access for future vegetation management projects	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Not needed for 20-30 years but leave prism			
Wildland Fire	Route serves as a main access for firefighting	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wildland Fire	Provides convenient access only			
	Lands: mountain bike groups on Blowhard			

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 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	None to low risk to soil & water resources	
Wildlife / Botany	Route encroaches on a sensitive area or impact TES/MIS species	
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.	
Wilderness/Roadless	Necessary road, long term needed	
Wilderness / Wilderness Study Areas	Leads to Wilderness/WSA (Wilderness Study Area)	
Wilderness / Wilderness Study Areas	Proximate (within 1 mile)	
Streams and Lakes	Within 200' of Stream(s)	
Riparian (MIS)	Proximate (within 1/2 mile)	
Wash	Proximate	
Soils	Route Subject to Erosion Concerns	
Elk (MIS)	High Summer Range	
Mule Deer (MIS)	High Summer Range	
Wild Turkey (MIS)	High Summer Range	
Engineering: Site distance		

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"/>	
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"/>	
There is social conflict associated with this route (ie. Motorized vs non 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"/>	
Hiking	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Hunting	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Mountain Biking	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Parking Area / Trailhead	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Trailheads	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Vistas, Sightseeing, Photography	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Wilderness / WSA Access	<input checked="" type="checkbox"/>	<input 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	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Recreation: Road needs to be closed to ATVs				

Route Redundancy

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

The route is utilized for the following:

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

Opportunities / Recommendations:

Close
 Limit*
 Open*

Limits:

<input checked="" type="checkbox"/> Limit Mode of Transportation <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Non-Motorized <input type="checkbox"/> Non-Motorized and Non-Mechanical <input type="checkbox"/> Pedestrian <input type="checkbox"/> ATV <input type="checkbox"/> Motorcycle <input type="checkbox"/> Single Track <input type="checkbox"/> Other 	<ul style="list-style-type: none"> <input type="checkbox"/> Stock High Clearance Vehicles (Trucks, SUVs) <input type="checkbox"/> Stock 4-Wheel Drive Vehicles <input type="checkbox"/> Stock 4-Wheel Drive / High Clearance Vehicles <input type="checkbox"/> Modified 4-Wheel Drive Vehicles <input type="checkbox"/> Equestrian <input type="checkbox"/> Mountain Bike
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Convert to trail.

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

Other/Common Name: 30403

CB30403

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: 6.228022 miles
<input type="checkbox"/> Evidence of Construction:		<input checked="" type="checkbox"/> Dual Track	Use Level: Medium
<input checked="" 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 checked="" type="checkbox"/> Private
			<input type="checkbox"/> Other:
Additional Information:	Closed-Basic Custodial Care. Route designation applies only to those portions of the route located on public land.		
Maintenance Level:	1 - BASIC CUSTODIAL CARE (CLOSED)		
Trail Number (if any):	32050		

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

Other Access / Uses	
Does the route provide other commercial or administrative access / uses?	Yes
Does the route provide commercial, private property, or administrative access (e.g. via prescriptive or vested rights)?	Yes
Is the route a regional route that serves more than one planning sub-region?	No
Is the route a principal means of connectivity within 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"/>
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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Private Property	Access	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Range	Road accesses permittee camps, water developments, or other improvements	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Range	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 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	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

Might the continued use of this route impact State or Federal special status species or their habitat or cultural or any other specially-protected resources 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 could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Wilderness/Roadless	Route encroaches on wilderness
Wilderness/Roadless	Not likely to be needed in foreseeable future
Inventoried Roadless Area	In or Through Ashdown Gorge Boundary Road
Wilderness / Wilderness Study Areas	
Wilderness / Wilderness Study Areas	Proximate (within 1 mile)
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 3
Riparian (MIS)	Cross
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer Range

Avoidance, Minimization or Mitigation of Impacts

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

Public Uses

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

Public Use	Primary	Secondary	Tertiary
Route conflicts with desired condition, ROS class or scenery objectives	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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"/>
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"/>
Hiking	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mountain Biking	<input checked="" type="checkbox"/>	<input 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	Yes
Public Uses	Yes
Other	No

Opportunities / Recommendations:

Close Limit* Open*

Open to All Uses

Maintenance Recommendations: Improve drainage and running surface.

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

Other/Common Name: 30662

CB30662

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: 1.07163 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.9W S.30

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

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

Access / Uses		Primary	Secondary	Tertiary
Uses	Specifically			
Commercial Ranching Facility	Pond, Reservoir	<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	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	Not needed for 20-30 years 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	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	None to low risk to soil & water resources	
Wildlife / Botany	Route encroaches on a sensitive area or impact TES/MIS species	
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.	
Wilderness/Roadless	Not likely to be needed in foreseeable future	
Streams and Lakes	Within 200' of Stream(s)	
Streams and Lakes	Stream Crossing	
	Number of crossings: 2	
Wash	In	
Elk (MIS)	High Summer Range	
Mule Deer (MIS)	High Summer Range	
Wild Turkey (MIS)	High Summer Range	

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

Public Uses				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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Motorized Use Generally	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Wildlife Watching	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Closed or low current use; alternate route available to area				

Route Redundancy			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: 30663

CB30663

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

Principal Feeder/Trunk Connector Single Track
 Other Loop Motorcycle Track
 Spur ATV Route Length: 1.81509 miles
 Evidence of Construction: Graded at the beginning of the route Dual Track Use Level: Low
 Regularly Maintained Graded Track Maint. # (if any)
 Infrequently Maintained
 Maintained in Past
 Jurisdictions: BLM USFS State Military Private Other:
 Additional Information: Route designation applies only to those portions of the route located on public land.

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
 Township and Range: T.37S R.9W S.29

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

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

Access / Uses		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 to private or other agency land	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lands / Special Uses	Route provides convenient access			
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	Not needed for 20-30 years but leave prism			
Wildland Fire	Route serves as a main access for firefighting	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wildland Fire	Provides convenient access only			

Special Resources

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

Resource/Concern	Specifically
Engineering	Route is duplicated within 0.5 mile
Engineering	Necessary road, long term needed
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route encroaches on a sensitive area or impact TES/MIS species
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Wilderness/Roadless	Not likely to be needed in foreseeable future
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer Range

Avoidance, Minimization or Mitigation of Impacts

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

Public Uses

Does this route contribute to recreational opportunities, route 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"/>
Wildlife Watching	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Closed or low current use; alternate route available to area

Route Redundancy

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

The route is utilized for the following:

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

Opportunities / Recommendations:

Close
 Limit*
 Open*

Open to All Uses

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

Other/Common Name: 30663A

CB30663A

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: 0.4908184 miles
<input checked="" type="checkbox"/> Evidence of Construction: Graded at the beginning of the route		<input checked="" type="checkbox"/> Dual Track	Use Level: Low
<input type="checkbox"/> Regularly Maintained		<input type="checkbox"/> Graded Track	Maint. # (if any)
<input checked="" type="checkbox"/> Infrequently Maintained			
<input type="checkbox"/> Maintained in Past			

Jurisdictions: BLM USFS State Military Private Other:

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

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
 Township and Range: T.37S R.9W S.29

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

Other Access / Uses		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 to private or other agency land	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lands / Special Uses	Route provides convenient access			
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	Not needed for 20-30 years but leave prism			
Wildland Fire	Route serves as a main access for firefighting	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wildland Fire	Provides convenient access only			

Special Resources

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

Resource/Concern	Specifically
Engineering	Route is duplicated within 0.5 mile
Engineering	Necessary road, long term needed
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route encroaches on a sensitive area or impact TES/MIS species
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Wilderness/Roadless	Not likely to be needed in foreseeable future
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer Range

Avoidance, Minimization or Mitigation of Impacts

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

Public Uses

Does this route contribute to recreational opportunities, route 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"/>
Wildlife Watching	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Closed or low current use; alternate route available to area

Route Redundancy

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

The route is utilized for the following:

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

Opportunities / Recommendations:

Close
 Limit*
 Open*

Open to All Uses

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

Other/Common Name: 30663B

CB30663B

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

- Principal Feeder/Trunk
 - Other
 - Evidence of Construction
 - Regularly Maintained
 - Infrequently Maintained
 - Maintained in Past
 - Connector
 - Loop
 - Spur
 - Single Track
 - Motorcycle Track
 - ATV Route
 - Dual Track
 - Graded Track
 - Length:
 - Use Level:
 - Maint. # (if any)
- Jurisdictions: BLM USFS State Military Private Other:
- Additional Information: Route designation applies only to those portions of the route located on public land.

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: 30958

CB30958

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

<input type="checkbox"/> Principal Feeder/Trunk	<input checked="" type="checkbox"/> Connector	<input type="checkbox"/> Single Track	
<input checked="" type="checkbox"/> Other	<input type="checkbox"/> Loop	<input type="checkbox"/> Motorcycle Track	
	<input type="checkbox"/> Spur	<input type="checkbox"/> ATV Route	Length: 2.669062 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.
 Route designation applies only to those portions of the route located on public land.

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
Iron County		Route included in Iron County Proposal

Maintenance Level: 1 - BASIC CUSTODIAL CARE (CLOSED)
 Township and Range: T.37S R.9W S.19
 Trail Number (if any): 32011

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

Other Access / Uses			
Does the route provide other commercial or administrative access / uses?			Yes
Does the route provide commercial, private property, or administrative access (e.g. via prescriptive or vested rights)?	Yes		
Is the route a regional route that serves more than one planning sub-region?	No		
Is the route a principal means of connectivity within 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	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	Not needed for 20-30 years but leave prism			
Wildland Fire	Provides convenient access only			

Special Resources

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

Resource/Concern	Specifically
Engineering	The route is the cause of safety concerns
Hydrology	Route impacts channels, floodplains or wetlands
Hydrology	Route contributes to erosion or slope failure
Hydrology	Moderate risk to soil & water resources
Wildlife / Botany	Route encroaches on a sensitive area or impact TES/MIS species
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Wilderness/Roadless	Not likely to be needed in foreseeable future
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing
	Number of crossings: 2
Wash	Proximate
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer Range
	Engineering: Rocky (ATVs vs. Bikes)

Avoidance, Minimization or Mitigation of Impacts

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

Public Uses

Does this route contribute to recreational 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"/>
There is social conflict associated with this route (ie. Motorized vs non motorized)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ATV Use	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Camping - Developed	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Family Camp/ Group Camp	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Hiking	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Hunting	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Mountain Biking	<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			
Recreation: ATVS vs. Mountain Bikes			

Route Redundancy

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

The route is utilized for the following:

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

Opportunities / Recommendations: Close Limit* Open* Open to All Uses Maintenance Recommendations: Improve drainage.

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

Other/Common Name: 30959

CB30959

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: 0.9073285 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.9W S.31

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

Other Access / Uses		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	Fence	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Commercial Ranching Facility	Pond, Reservoir	<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	Route provides convenient access			
Range	Road accesses permittee camps, water developments, or other improvements	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Range	Necessary route, long term needed			
Vegetation (Timber and Fuels) - Sales and Management	Route provides access for future vegetation management projects	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Not needed for 20-30 years 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	Necessary road. Provides access to lookout, helibase, large geographic area; provides a level of safety to public or firefolks			

Special Resources		Yes
<p>Might the continued use of this route impact State or Federal special status species or their habitat or cultural or any other specially-protected resources or objects identified by Agency planning documents, plan amendments or any other special area designations (e.g. National Monuments)?</p>		
Resource/Concern	Specifically	
Engineering	Route is duplicated within 0.5 mile	
Engineering	Not likely to be needed in foreseeable future	
Hydrology	Route impacts channels, floodplains or wetlands	
Hydrology	None to low risk to soil & water resources	
Wildlife / Botany	Route encroaches on a sensitive area or impact TES/MIS species	
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.	
Wilderness/Roadless	Not likely to be needed in foreseeable future	
Streams and Lakes	Within 200' of Stream(s)	
Streams and Lakes	Stream Crossing	
	Number of crossings: 1	
Wash	Cross	
Elk (MIS)	High Summer Range	
Mule Deer (MIS)	High Summer Range	
Wild Turkey (MIS)	High Summer Range	

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

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

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

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

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

Other/Common Name: 30960

CB30960

Facilitator(s): Nate Holland
Team Members:

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

Jurisdictions: BLM USFS State Military Private Other:

Additional Information: Route is only on private property.
Route designation applies only to those portions of the route located on public land.

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
Township and Range: T.37S R.9W S.31

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: 30961

CB30961

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: 0.3905609 miles
<input checked="" type="checkbox"/> Evidence of Construction: Graded in places		<input checked="" type="checkbox"/> Dual Track	Use Level: Low
<input type="checkbox"/> Regularly Maintained		<input type="checkbox"/> Graded Track	Maint. # (if any)
<input checked="" type="checkbox"/> Infrequently Maintained			
<input type="checkbox"/> Maintained in Past			

Jurisdictions: BLM USFS State Military Private Other:

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

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
 Township and Range: T.37S R.9W S.31

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

Other Access / Uses		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	Fence	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lands / Special Uses	Route provides access to private or other agency land	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lands / Special Uses	Route not necessary			
Range	Road accesses permittee camps, water developments, or other improvements	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Range	Not likely to be needed in foreseeable future			
Vegetation (Timber and Fuels) - Sales and Management	Not likely to be needed in foreseeable future			
Wildland Fire	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	Not likely to be needed in foreseeable future	
Hydrology	Route impacts channels, floodplains or wetlands	
Hydrology	None to low risk to soil & water resources	
Wildlife / Botany	Route encroaches on a sensitive area or impact TES/MIS species	
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.	
Wilderness/Roadless	Not likely to be needed in foreseeable future	
Streams and Lakes	Within 200' of Stream(s)	
Streams and Lakes	Stream Crossing	
	Number of crossings: 1	
Wash	Cross	
Elk (MIS)	High Summer Range	
Mule Deer (MIS)	High Summer Range	
Wild Turkey (MIS)	High Summer Range	

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

Public Uses				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	
Hunting	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Motorized Use Generally	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Closed or low current use; alternate route available to area				

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

Opportunities / Recommendations:
<input 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: 30962

CB30962

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: 0.1441793 miles |
| <input checked="" type="checkbox"/> Evidence of Construction: Graded in places | | <input checked="" type="checkbox"/> Dual Track | Use Level: Low |
| <input type="checkbox"/> Regularly Maintained | | <input type="checkbox"/> Graded Track | Maint. # (if any) |
| <input checked="" type="checkbox"/> Infrequently Maintained | | | |
| <input type="checkbox"/> Maintained in Past | | | |

Jurisdictions: BLM USFS State Military Private Other:

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

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
 Township and Range: T.37S R.9W S.31

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

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

Access / Uses		Primary	Secondary	Tertiary
Uses	Specifically			
Commercial Ranching Facility	Fence	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lands / Special Uses	Route provides access to private or other agency land	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lands / Special Uses	Route not necessary			
Range	Road accesses permittee camps, water developments, or other improvements	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Range	Not likely to be needed in foreseeable future			
Vegetation (Timber and Fuels) - Sales and Management	Not likely to be needed in foreseeable future			
Wildland Fire	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	Route is duplicated within 0.5 mile	
Engineering	Not likely to be needed in foreseeable future	
Hydrology	Route impacts channels, floodplains or wetlands	
Hydrology	None to low risk to soil & water resources	
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.	
Wilderness/Roadless	Not likely to be needed in foreseeable future	
Streams and Lakes	Within 200' of Stream(s)	
Streams and Lakes	Stream Crossing	
	Number of crossings: 1	
Elk (MIS)	High Summer Range	
Mule Deer (MIS)	High Summer Range	
Wild Turkey (MIS)	High Summer Range	

Avoidance, Minimization or Mitigation of Impacts	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	
Hunting	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Motorized Use Generally	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Closed or low current use; alternate route available to area				

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

Opportunities / Recommendations:
<input 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: 30963

CB30963

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: 0.374645 miles
<input checked="" type="checkbox"/> Evidence of Construction: Graded in places		<input checked="" type="checkbox"/> Dual Track	Use Level: Medium
<input type="checkbox"/> Regularly Maintained		<input type="checkbox"/> Graded Track	Maint. # (if any)
<input checked="" type="checkbox"/> Infrequently Maintained			
<input type="checkbox"/> Maintained in Past			

Jurisdictions: BLM USFS State Military Private Other:

Additional Information:

Proposal(s):		
Proposed By	Proposed Designation	Proposal Comments
District Staff	Open	open this route- access to private

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
Township and Range: T.36S R.9W S.8

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

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

Access / Uses				
Uses	Specifically	Primary	Secondary	Tertiary
Lands / Special Uses	Route not necessary			
Private Property	Access	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Range	Road accesses permittee camps, water developments, or other improvements	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Range	Not likely to be needed in foreseeable future			
Vegetation (Timber and Fuels) - Sales and Management	Not likely to be needed in foreseeable future			
Wildland Fire	Provides 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 contributes to erosion or slope failure
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route has little/no impact on wildlife habitat and/or habitat effectiveness.
Wilderness/Roadless	Not likely to be needed in foreseeable future
Wilderness / Wilderness	Proximate (within 1 mile)
Study Areas	
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer Range

Avoidance, Minimization or Mitigation of Impacts

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

Public Uses

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

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

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: 30963A

CB30963A

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: 0.2653652 miles |
| <input checked="" type="checkbox"/> Evidence of Construction: Graded in places | | <input checked="" type="checkbox"/> Dual Track | Use Level: Medium |
| <input type="checkbox"/> Regularly Maintained | | <input type="checkbox"/> Graded Track | Maint. # (if any) |
| <input checked="" type="checkbox"/> Infrequently Maintained | | | |
| <input type="checkbox"/> Maintained in Past | | | |
- Jurisdictions: BLM USFS State Military Private Other:

Additional Information:

Proposal(s):	Proposed By	Proposed Designation	Proposal Comments
	District Staff	Closed	close this portion of the route.

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
 Township and Range: T.36S R.9W S.8

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

Other Access / Uses		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 not necessary			
Private Property	Access	<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	Not likely to be needed in foreseeable future			
Vegetation (Timber and Fuels) - Sales and Management	Not likely to be needed in foreseeable future			
Wildland Fire	Provides 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 contributes to erosion or slope failure
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route has little/no impact on wildlife habitat and/or habitat effectiveness.
Wilderness/Roadless	Not likely to be needed in foreseeable future
Wilderness / Wilderness	Proximate (within 1 mile)
Study Areas	
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer Range

Avoidance, Minimization or Mitigation of Impacts

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

Public Uses

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

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

Closed to all uses.

The route would be allowed to naturally reclaim.

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

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

Other/Common Name: 30964

CB30964

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: 0.2699684 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:

Old Agency Number / Route Number: 30946
 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
Lands / Special Uses	Route not necessary			
Range	Not likely to be needed in foreseeable future			
Vegetation (Timber and Fuels) - Sales and Management	Not likely to be needed in foreseeable future			
Wildland Fire	Provides 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 contributes to erosion or slope failure
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route has little/no impact on wildlife habitat and/or habitat effectiveness.
Wilderness/Roadless	Not likely to be needed in foreseeable future
Wilderness / Wilderness Study Areas	Leads to Wilderness/WSA (Wilderness Study Area)
Wilderness / Wilderness Study Areas	Proximate (within 1 mile)
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer Range

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

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

Public Use	Primary	Secondary	Tertiary
Route has unique destination and/or provide a satisfying experience for its type and setting (ie. good scenery, overlook, campsite, historical site, water body)	<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"/>
Hiking	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Motorized Use Generally	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Parking Area / Trailhead	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Trailheads	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vistas, Sightseeing, Photography	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wilderness / WSA Access	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wildlife Watching	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
High use (summer or winter); part of summer loop route; part of designated 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	No
Private Property	No
Public Uses	Yes
Other	No

Opportunities / Recommendations:

Close
 Limit*
 Open*

Open to All Uses

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

Other/Common Name: 30965

CB30965

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: 0.1314265 miles
<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.36S R.9W S.18

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

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

Access / Uses		Primary	Secondary	Tertiary
Uses	Specifically			
Lands / Special Uses Range	Route not necessary Road accesses permittee camps, water developments, or other improvements	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Range Vegetation (Timber and Fuels) - Sales and Management	Necessary route, long term needed 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	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	Route is duplicated within 0.5 mile	
Engineering	Necessary road, long term needed	
Hydrology	None to low risk to soil & water resources	
Wildlife / Botany	Route has little/no impact on wildlife habitat and/or habitat effectiveness.	
Wilderness/Roadless	Not likely to be needed in foreseeable future	
Wilderness / Wilderness Study Areas	Proximate (within 1 mile)	
Elk (MIS)	High Summer Range	
Mule Deer (MIS)	High Summer Range	
Wild Turkey (MIS)	High Summer Range	

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

Public Uses			
Does this route contribute to recreational opportunities, route network connectivity, public safety, or other public multi-use access opportunities enumerated in agency Organic laws?			Yes
Public Use	Primary	Secondary	Tertiary
ATV Use	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Camping - Primitive	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Dispersed Camping Site	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Equestrian	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Hiking	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Hunting	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Motorized Use Generally	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Mountain Biking	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Vistas, Sightseeing, Photography	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wildlife Watching	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Medium to heavy (summer or winter 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 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: 31034

CB31034

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: 1.382217 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 non-motorized

Maintenance Level: 1 - BASIC CUSTODIAL CARE (CLOSED)
 Township and Range: T.35S R.8W 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		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	Fence	<input type="checkbox"/>	<input checked="" 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	Not likely to be needed in foreseeable future			
Vegetation (Timber and Fuels) - Sales and Management	Not likely to be needed in foreseeable future			
Wildland Fire	Provides 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 could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Wilderness/Roadless	Not likely to be needed in foreseeable future
Streams and Lakes	Within 200' of Stream(s)
Wash	In
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range

Avoidance, Minimization or Mitigation of Impacts

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

Public Uses

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

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

Closed or low current use; alternate route available to area

Route Redundancy

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

The route is utilized for the following:

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

Opportunities / Recommendations:

Close Limit* Open*

Limits:

<input checked="" type="checkbox"/> Limit Mode of Transportation	
<input 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.

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: 0.5260369 miles |
| <input checked="" type="checkbox"/> Evidence of Construction: Graded in places | | <input checked="" type="checkbox"/> Dual Track | Use Level: |
| <input type="checkbox"/> Regularly Maintained | | <input type="checkbox"/> Graded Track | Maint. # (if any) |
| <input checked="" type="checkbox"/> Infrequently Maintained | | | |
| <input type="checkbox"/> Maintained in Past | | | |

Jurisdictions: BLM USFS State Military Private Other:

Additional Information: Route has been identified for obliteration in Yankee EA.

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
 Township and Range: T.35S R.8W S.16

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

Other Access / Uses	
Does the route provide other commercial or administrative access / uses?	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																
<table border="0"> <tr> <td>Resource/Concern</td> <td>Specifically</td> </tr> <tr> <td>Engineering</td> <td>Route is duplicated within 0.5 mile</td> </tr> <tr> <td>Streams and Lakes</td> <td>Within 200' of Stream(s)</td> </tr> <tr> <td>Riparian (MIS)</td> <td>Proximate (within 1/2 mile)</td> </tr> <tr> <td>Elk (MIS)</td> <td>High Summer Range</td> </tr> <tr> <td>Goshawk (MIS) (TES)</td> <td>In or Through Post Fledgling Area</td> </tr> <tr> <td>Mule Deer (MIS)</td> <td>High Summer Range</td> </tr> <tr> <td>Wild Turkey (MIS)</td> <td>High Summer Range</td> </tr> </table>	Resource/Concern	Specifically	Engineering	Route is duplicated within 0.5 mile	Streams and Lakes	Within 200' of Stream(s)	Riparian (MIS)	Proximate (within 1/2 mile)	Elk (MIS)	High Summer Range	Goshawk (MIS) (TES)	In or Through Post Fledgling Area	Mule Deer (MIS)	High Summer Range	Wild Turkey (MIS)	High Summer Range	
Resource/Concern	Specifically																
Engineering	Route is duplicated within 0.5 mile																
Streams and Lakes	Within 200' of Stream(s)																
Riparian (MIS)	Proximate (within 1/2 mile)																
Elk (MIS)	High Summer Range																
Goshawk (MIS) (TES)	In or Through Post Fledgling Area																
Mule Deer (MIS)	High Summer Range																
Wild Turkey (MIS)	High Summer Range																
Has been identified for obliteration in Yankee EA																	

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

Public Uses	
Does this route contribute to recreational opportunities, route network connectivity, public safety, or other public multi-use access opportunities enumerated in agency Organic laws?	No
Has been identified for obliteration in Yankee EA	

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: 31037

CB31037

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: 1.190087 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 non-motorized

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
 Township and Range: T.35S R.8W S.3

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

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

Access / Uses				
Uses	Specifically	Primary	Secondary	Tertiary
Commercial Ranching Facility	Fence	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Lands / Special Uses	Route not necessary			
Range	Not likely to be needed in foreseeable future			
Utilities	Municipal Supply Watersheds	<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	Provides convenient access only			

Special Resources

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

Resource/Concern	Specifically
Engineering	The route is substantially brushed in, in very poor condition or a particular burden for maintenance
Engineering	The route is the cause of safety concerns
Engineering	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	None to low risk to soil & water resources
Wildlife / Botany	Route has little/no impact on wildlife habitat and/or habitat effectiveness.
Wilderness/Roadless	Not likely to be needed in foreseeable future
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing
	Number of crossings: 4
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Winter Range
Wild Turkey (MIS)	High Year-Long Range

Avoidance, Minimization or Mitigation of Impacts

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

Public Uses

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

Public Use	Primary	Secondary	Tertiary
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"/>

Closed or low current use; alternate route available to area

Route Redundancy

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

The route is utilized for the following:

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

Opportunities / Recommendations:

Close Limit* Open*

Limits:

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

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

Other/Common Name: 31572

CB31572

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: 1.355081 miles
<input checked="" type="checkbox"/> Evidence of Construction: Graded in places		<input checked="" type="checkbox"/> Dual Track	Use Level: Medium
<input type="checkbox"/> Regularly Maintained		<input type="checkbox"/> Graded Track	Maint. # (if any)
<input checked="" type="checkbox"/> Infrequently Maintained			
<input type="checkbox"/> Maintained in Past			

Jurisdictions: BLM USFS State Military Private Other:

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

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
 Township and Range: T.36S R.9W S.7

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

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

Access / Uses

Uses	Specifically	Primary	Secondary	Tertiary
Commercial Ranching Facility	Fence	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Commercial Ranching Facility	Pond, Reservoir	<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	Route provides convenient access			
Range	Road accesses permittee camps, water developments, or other improvements	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Range	Necessary route, long term needed			
Vegetation (Timber and Fuels) - Sales and Management	Route provides access for future vegetation management projects	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Route specifically assists in fuels management	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Necessary route, possible haul route, long term needed			
Wildland Fire	Route provides access to legal water sources	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wildland Fire	Route serves as a main access for firefighting	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wildland Fire	Necessary road. Provides access to lookout, helibase, large geographic area; provides a level of safety to public or firefolks			

Special Resources

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

Resource/Concern	Specifically
Engineering	Necessary road, long term needed
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route has little/no impact on wildlife habitat and/or habitat effectiveness.
Wilderness/Roadless	Not likely to be needed in foreseeable future
Streams and Lakes	Within 200' of Stream(s)
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer Range

Avoidance, Minimization or Mitigation of Impacts

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

Public Uses

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

Public Use	Primary	Secondary	Tertiary
ATV Use	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Equestrian	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Hiking	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Hunting	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Motorized Use Generally	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Mountain Biking	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Vistas, Sightseeing, Photography	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wildlife Watching	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Medium to heavy (summer or winter use)			

Route Redundancy

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

The route is utilized for the following:

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

Opportunities / Recommendations:

Close
 Limit*
 Open*

Open to All Uses

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

Other/Common Name: 31573

CB31573

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: 0.2925614 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.9W S.8

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

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

Access / Uses				
Uses	Specifically	Primary	Secondary	Tertiary
Lands / Special Uses	Route not necessary			
Range	Not likely to be needed in foreseeable future			
Vegetation (Timber and Fuels) - Sales and Management	Not likely to be needed in foreseeable future			
Wildland Fire	Provides 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 contributes to erosion or slope failure
Hydrology	Moderate risk to soil & water resources
Wildlife / Botany	Route has little/no impact on wildlife habitat and/or habitat effectiveness.
Wilderness/Roadless	Not likely to be needed in foreseeable future
Wilderness / Wilderness	Proximate (within 1 mile)
Study Areas	
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer Range

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

Public Uses				
Does this route contribute to recreational opportunities, route network connectivity, public safety, or other public multi-use access opportunities enumerated in agency Organic laws?				Yes
Public Use	Primary	Secondary		
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"/>	
Hiking	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Motorized Use Generally	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Parking Area / Trailhead	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Vistas, Sightseeing, Photography	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Wilderness / WSA Access	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Wildlife Watching	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Closed or low current use; alternate route available to area				
Recreation: Close road to motorized make into trail				

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

Opportunities / Recommendations:		
<input 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: 31575

CB31575

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: 1.175144 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	Open	accesses private property

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
 Township and Range: T.36S R.9W 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				
Uses	Specifically	Primary	Secondary	Tertiary
Lands / Special Uses	Route provides access to private or other agency land	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Private Property Range	Access Not likely to be needed in foreseeable future	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Route provides access for future vegetation management projects	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	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	Provides convenient access only			
Fire Fuels: Brown Creek. Lands: ? Is there an easement.				

Special Resources

Might the continued use of this route impact State or Federal special status species or their habitat or cultural or any other specially-protected resources 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	High risk to soil & water resources
Wildlife / Botany	Route encroaches on a sensitive area or impact TES/MIS species
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Wilderness/Roadless	Not likely to be needed in foreseeable future
Wilderness / Wilderness Study Areas	Proximate (within 1 mile)
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing
	Number of crossings: 2
Riparian (MIS)	Cross
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer Range

Avoidance, Minimization or Mitigation of Impacts

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

Public Uses

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

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

Closed or low current use; alternate route available to area

Route Redundancy

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

The route is utilized for the following:

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

Opportunities / Recommendations:

Close Limit* Open*

Open to All Uses

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

Other/Common Name: 31576

CB31576

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: 0.10605 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.9W S.4

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

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

Access / Uses		Primary	Secondary	Tertiary
Uses	Specifically			
Lands / Special Uses	Route not necessary			
Range	Not likely to be needed in foreseeable future			
Utilities	Municipal Supply Watersheds	<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	Provides convenient access only			

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

Resource/Concern	Specifically
Engineering	Not likely to be needed in foreseeable future
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route has little/no impact on wildlife habitat and/or habitat effectiveness.
Wilderness/Roadless	Not likely to be needed in foreseeable future
Wilderness / Wilderness	Proximate (within 1 mile)
Study Areas	
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer Range

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

Public Uses

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

Closed or low current use; alternate route available to area

Route Redundancy

Can the commercial, private-property or public uses of this route be adequately met by another route that minimizes impacts to the sensitive resources identified above or that minimizes cumulative effects on various other resources? **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: 31599

CB31599

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: 2.840764 miles
<input checked="" type="checkbox"/> Evidence of Construction: Graded at the start of route		<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: Needs maintained.

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District Staff	Limit	Limited to street legal vehicles- no OHVs.
Iron County		Route included in Iron County Proposal

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
 Township and Range: T.37S R.9W S.21
 Trail Number (if any): 32011

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

Other Access / Uses	
Does the route provide other commercial or administrative access / uses?	Yes
Does the route provide commercial, private property, or administrative access (e.g. via prescriptive or vested rights)?	Yes
Is the route a regional route that serves more than one planning sub-region?	No
Is the route a principal means of connectivity within 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	Spring Head Works	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Commercial Ranching Facility	Trough	<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	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	Not needed for 20-30 years 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	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 big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.	
Wilderness/Roadless	Not likely to be needed in foreseeable future	
Streams and Lakes	Within 200' of Stream(s)	
Streams and Lakes	Stream Crossing	
	Number of crossings: 3	
Riparian (MIS)	9A - Riparian Management	
Riparian (MIS)	Proximate (within 1/2 mile)	
Wash	In	
Wash	Cross	
Soils	Area of Erosive Soils	
Elk (MIS)	High Summer Range	
Goshawk (MIS) (TES)	In or Through Post Fledgling Area	
Mule Deer (MIS)	High Summer Range	
Wild Turkey (MIS)	High Summer Range	

Avoidance, Minimization or Mitigation of Impacts	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"/>
There is social conflict associated with this route (ie. Motorized vs non 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"/>
Hiking		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Hunting		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mountain Biking		<input checked="" type="checkbox"/>	<input 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				

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*

Limit

Maintenance Recommendations: Improve running surface and drainage

Limits:

Limit Mode of Transportation

<input type="checkbox"/> Non-Motorized	<input type="checkbox"/> Stock High Clearance Vehicles (Trucks, SUVs)
<input type="checkbox"/> Non-Motorized and Non-Mechanical	<input type="checkbox"/> Stock 4-Wheel Drive Vehicles
<input type="checkbox"/> Pedestrian	<input type="checkbox"/> Stock 4-Wheel Drive / High Clearance Vehicles
<input 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 checked="" type="checkbox"/> Other: Limited to street legal vehicles- no OHVs.	

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

Other/Common Name: 31599A

CB31599A

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: 0.630505 miles
<input checked="" type="checkbox"/> Evidence of Construction: Graded at the start of route		<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:	<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:	Needs maintained.		

Proposal(s):	Proposed By	Proposed Designation	Proposal Comments
	District Staff	Limit	Limit to admin and permittee

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
 Township and Range: T.37S R.9W S.21
 Trail Number (if any): 32011

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

Other Access / Uses	
Does the route provide other commercial or administrative access / uses?	Yes
Does the route provide commercial, private property, or administrative access (e.g. via prescriptive or vested rights)?	Yes
Is the route a regional route that serves more than one planning sub-region?	No
Is the route a principal means of connectivity within 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	Spring Head Works	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Commercial Ranching Facility	Trough	<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	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	Not needed for 20-30 years 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	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 big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.	
Wilderness/Roadless	Not likely to be needed in foreseeable future	
Streams and Lakes	Within 200' of Stream(s)	
Streams and Lakes	Stream Crossing	
	Number of crossings: 3	
Riparian (MIS)	9A - Riparian Management	
Riparian (MIS)	Proximate (within 1/2 mile)	
Wash	In	
Wash	Cross	
Soils	Area of Erosive Soils	
Elk (MIS)	High Summer Range	
Goshawk (MIS) (TES)	In or Through Post Fledgling Area	
Mule Deer (MIS)	High Summer Range	
Wild Turkey (MIS)	High Summer Range	

Avoidance, Minimization or Mitigation of Impacts	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"/>
There is social conflict associated with this route (ie. Motorized vs non 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"/>
Hiking		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Hunting		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mountain Biking		<input checked="" type="checkbox"/>	<input 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				

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*

Limit

Maintenance Recommendations: Improve running surface and drainage

Limits:

Limit User

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

Ranching Allotment Permittee

Mining Permittee

Utility Right-of-Way / Permittee

Special Event Permittee

Other Permittee

Private Property Access

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

Other/Common Name: 31600

CB31600

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: 0.2326627 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:

Proposal(s):		
Proposed By	Proposed Designation	Proposal Comments
District Staff	Limit	limit to non-motorized
Iron County		32011

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
Township and Range: T.37S R.9W S.20
Trail Number (if any): 32011

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

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

Special Resources

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

Resource/Concern	Specifically
Engineering	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route has little/no impact on wildlife habitat and/or habitat effectiveness.
Wilderness/Roadless	Not likely to be needed in foreseeable future
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing
	Number of crossings: 1
Wash	Cross
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer Range

Avoidance, Minimization or Mitigation of Impacts

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

Public Uses

Does this route contribute to recreational 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"/>
There is social conflict associated with this route (ie. Motorized vs non motorized)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Hiking	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Hunting	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Mountain Biking	<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			

Recreation: Close to motorized for trail

Route Redundancy

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

The route is utilized for the following:

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

Opportunities / Recommendations:

Close Limit* Open*

Limits:

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

Convert to single track

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

Other/Common Name: 31601

CB31601

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: 0.2001574 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:

Proposal(s):

Proposed By
District Staff

Proposed Designation
Limit

Proposal Comments
Limited to street legal vehicles- no OHVs.

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
Township and Range: T.37S R.9W S.29

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

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

No

Other Access / Uses

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

Yes

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

Yes

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

No

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

No

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

No

Access / Uses

Uses

Specifically

Primary

Secondary

Tertiary

Commercial Ranching Facility

Fence

Commercial Ranching Facility

Pond, Reservoir

Commercial Ranching Facility

Range Pipeline

Lands / Special Uses

Route not necessary

Mining

Other

Range

Gravel pit

Road accesses permittee camps, water developments, or other improvements

Range

Necessary route, long term needed

Vegetation (Timber and

Not likely to be needed in foreseeable future

Fuels) - Sales and

Management

Wildland Fire

Provides convenient access only

Special Resources

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

Resource/Concern	Specifically
Engineering	Not needed for 20-30 years but leave prism
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route encroaches on a sensitive area or impact TES/MIS species
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.
Wilderness/Roadless	Not likely to be needed in foreseeable future
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing
	Number of crossings: 1
Wash	Proximate
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer Range

Avoidance, Minimization or Mitigation of Impacts

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

Public Uses

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

Public Use	Primary	Secondary	Tertiary
Route has unique destination and/or provide a satisfying experience for its type and setting (ie. good scenery, overlook, campsite, historical site, water body)	<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"/>
Motorcycle Use	<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:

Close Limit* Open*

Limits:

<input checked="" type="checkbox"/> Limit Mode of Transportation	
<input type="checkbox"/> Non-Motorized	<input type="checkbox"/> Stock High Clearance Vehicles (Trucks, SUVs)
<input type="checkbox"/> Non-Motorized and Non-Mechanical	<input type="checkbox"/> Stock 4-Wheel Drive Vehicles
<input type="checkbox"/> Pedestrian	<input type="checkbox"/> Stock 4-Wheel Drive / High Clearance Vehicles
<input 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 checked="" type="checkbox"/> Other: Limited to street legal vehicles- no OHVs.	

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

Other/Common Name: 31602

CB31602

Facilitator(s): Nate Holland
Team Members:

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

Jurisdictions: BLM USFS State Military Private Other:

Additional Information: Not evaluated- route is on private land.

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

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES

Township and Range: T.37S R.9W S.31

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: 31642

CB31642

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

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

Jurisdictions: BLM USFS State Military Private Other:

Additional Information: Route spans more than one geographic area. Evaluated as part of NDC31642. Designation on this route identified to match designation of NDC31642.

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
Township and Range: T.37S R.8.5W S.36
Previous Decision: Duck/Swains Decision: Long Deer Road
P.D. Designation: Open

Opportunities / Recommendations:

- | | | |
|---|--|--------------------------------|
| <input type="checkbox"/> Close | <input checked="" type="checkbox"/> Limit* | <input type="checkbox"/> Open* |
| <input checked="" type="checkbox"/> Limits: | | |
| <input checked="" type="checkbox"/> Limit Mode of Transportation | | |
| <input type="checkbox"/> Non-Motorized | <input type="checkbox"/> Stock High Clearance Vehicles (Trucks, SUVs) | |
| <input type="checkbox"/> Non-Motorized and Non-Mechanical | <input type="checkbox"/> Stock 4-Wheel Drive Vehicles | |
| <input type="checkbox"/> Pedestrian | <input type="checkbox"/> Stock 4-Wheel Drive / High Clearance Vehicles | |
| <input 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 checked="" type="checkbox"/> Other: Limited to street legal vehicles- no OHVs. | | |

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

Other/Common Name: 31672

CB31672

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: 0.6184741 miles |
| <input checked="" type="checkbox"/> Evidence of Construction: Graded in places | | <input checked="" type="checkbox"/> Dual Track | Use Level: High |
| <input type="checkbox"/> Regularly Maintained | | <input type="checkbox"/> Graded Track | Maint. # (if any) |
| <input checked="" type="checkbox"/> Infrequently Maintained | | | |
| <input type="checkbox"/> Maintained in Past | | | |

Jurisdictions: BLM USFS State Military Private Other:

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

Proposal(s):

Proposed By
District Staff
Iron County

Proposed Designation
Limit

Proposal Comments
Limited to street legal vehicles- no OHVs.
Route included in Iron County Proposal

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
Township and Range: T.38S R.9W S.2
Trail Number (if any): 32011

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

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

No

Other Access / Uses

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

Access / Uses

Uses	Specifically	Primary	Secondary	Tertiary
Lands / Special Uses	Route provides access to private or other agency land	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lands / Special Uses Range	Necessary route Not likely to be needed in foreseeable future			
Vegetation (Timber and Fuels) - Sales and Management	Route provides access for future vegetation management projects	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Route specifically assists in fuels management	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Necessary route, possible haul route, long term needed			
Wildland Fire	Provides convenient access only			

Special Resources

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

Resource/Concern	Specifically
Engineering	Necessary road, long term needed
Hydrology	Route contributes to erosion or slope failure
Hydrology	Moderate risk to soil & water resources
Wildlife / Botany	Route encroaches on a sensitive area or impact TES/MIS species
Wildlife / Botany	Route has little/no impact on wildlife habitat and/or habitat effectiveness.
Wilderness/Roadless	Not likely to be needed in foreseeable future
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer Range

Avoidance, Minimization or Mitigation of Impacts

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

Public Uses

Does this route contribute to recreational 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"/>
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"/>
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 checked="" type="checkbox"/>	<input 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			

Route Redundancy

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

The route is utilized for the following:

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

Opportunities / Recommendations:

Close Limit* Open*

Limits:

<input checked="" type="checkbox"/> Limit Mode of Transportation	
<input type="checkbox"/> Non-Motorized	<input type="checkbox"/> Stock High Clearance Vehicles (Trucks, SUVs)
<input type="checkbox"/> Non-Motorized and Non-Mechanical	<input type="checkbox"/> Stock 4-Wheel Drive Vehicles
<input type="checkbox"/> Pedestrian	<input type="checkbox"/> Stock 4-Wheel Drive / High Clearance Vehicles
<input 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 checked="" type="checkbox"/> Other: Limited to street legal vehicles- no OHVs.	

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

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

Other/Common Name: 31673

CB31673

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: 0.1826082 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	Limited to street legal vehicles- no OHVs.

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
Township and Range: T.38S R.9W 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			
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 Range	Necessary route Not likely to be needed in foreseeable future			
Vegetation (Timber and Fuels) - Sales and Management	Route provides access for future vegetation management projects	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Route specifically assists in fuels management	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Necessary route, possible haul route, long term needed			
Wildland Fire	Provides convenient access only			

Special Resources

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

Resource/Concern	Specifically
Engineering	Route is duplicated within 0.5 mile
Engineering	Not likely to be needed in foreseeable future
Hydrology	Route contributes to erosion or slope failure
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route encroaches on a sensitive area or impact TES/MIS species
Wildlife / Botany	Route has little/no impact on wildlife habitat and/or habitat effectiveness.
Wilderness/Roadless	Not likely to be needed in foreseeable future
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer Range

Avoidance, Minimization or Mitigation of Impacts

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

Public Uses

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

Closed or low current use; alternate route available to area

Route Redundancy

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

The route is utilized for the following:

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

Opportunities / Recommendations:

Close Limit* Open*

Limits:

<input checked="" type="checkbox"/> Limit Mode of Transportation	
<input type="checkbox"/> Non-Motorized	<input type="checkbox"/> Stock High Clearance Vehicles (Trucks, SUVs)
<input type="checkbox"/> Non-Motorized and Non-Mechanical	<input type="checkbox"/> Stock 4-Wheel Drive Vehicles
<input type="checkbox"/> Pedestrian	<input type="checkbox"/> Stock 4-Wheel Drive / High Clearance Vehicles
<input 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 checked="" type="checkbox"/> Other: Limited to street legal vehicles- no OHVs.	

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

Other/Common Name: 31816

CB31816

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: 0.3907025 miles
<input checked="" type="checkbox"/> Evidence of Construction: Graded in places		<input checked="" type="checkbox"/> Dual Track	Use Level: Low
<input type="checkbox"/> Regularly Maintained		<input type="checkbox"/> Graded Track	Maint. # (if any)
<input checked="" type="checkbox"/> Infrequently Maintained			
<input type="checkbox"/> Maintained in Past			

Jurisdictions: BLM USFS State Military Private Other:

Additional Information:

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
 Township and Range: T.35S R.8W S.32

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

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

Access / Uses		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	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 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	The route is substantially brushed in, in very poor condition or a particular burden for maintenance	
Engineering	The route is the cause of safety concerns	
Engineering	Not needed for 20-30 years but leave prism	
Hydrology	None to low risk to soil & water resources	
Wildlife / Botany	Route has little/no impact on wildlife habitat and/or habitat effectiveness.	
Wilderness/Roadless	Not likely to be needed in foreseeable future	
Elk (MIS)	High Summer Range	
Mule Deer (MIS)	High Summer Range	
Wild Turkey (MIS)	High Summer Range	

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

Public Uses																	
Does this route contribute to recreational opportunities, route network connectivity, public safety, or other public multi-use access opportunities enumerated in agency Organic laws?	Yes																
Public Use	<table border="0"> <tr> <td></td> <td style="text-align: center;">Primary</td> <td style="text-align: center;">Secondary</td> <td style="text-align: center;">Tertiary</td> </tr> <tr> <td>Route provides an opportunity to improve a trail system (motorized or non-motorized) or other recreational activity</td> <td style="text-align: center;"><input checked="" type="checkbox"/></td> <td style="text-align: center;"><input type="checkbox"/></td> <td style="text-align: center;"><input type="checkbox"/></td> </tr> <tr> <td>ATV Use</td> <td style="text-align: center;"><input type="checkbox"/></td> <td style="text-align: center;"><input checked="" type="checkbox"/></td> <td style="text-align: center;"><input type="checkbox"/></td> </tr> <tr> <td>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> </table>		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 checked="" type="checkbox"/>	<input type="checkbox"/>	Hunting	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	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 checked="" type="checkbox"/>	<input type="checkbox"/>														
Hunting	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>														
Closed or low current use; alternate route available to area																	
Recreation: Connected to Dark Hollow																	

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

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

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

Other/Common Name: 31951

CB31951

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

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

Jurisdictions: BLM USFS State Military Private Other:

Additional Information: Small segment on Forest Service.
 Route designation applies only to those portions of the route located on public land.

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES

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

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

Access / Uses				
Uses	Specifically	Primary	Secondary	Tertiary
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	
Streams and Lakes	Within 200' of Stream(s)	
Elk (MIS)	High Summer Range	
Mule Deer (MIS)	High Summer Range	

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

Public Uses			
Does this route contribute to recreational opportunities, route network connectivity, public safety, or other public multi-use access opportunities enumerated in agency Organic laws?			Yes
Public Use	Primary	Secondary	Tertiary
ATV Use	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Hunting	<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	No	
Private Property	Yes	
Public Uses	No	
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: 31951A

CB31951A

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

<input type="checkbox"/> Principal Feeder/Trunk	<input type="checkbox"/> Connector	<input type="checkbox"/> Single Track	Length: 1.963136E-02 miles
<input type="checkbox"/> Other	<input type="checkbox"/> Loop	<input type="checkbox"/> Motorcycle Track	
	<input type="checkbox"/> Spur	<input type="checkbox"/> ATV Route	

Evidence of Construction: Graded in places Dual Track Use Level:

Regularly Maintained Graded Track Maint. # (if any)

Infrequently Maintained

Maintained in Past

Jurisdictions: BLM USFS State Military Private Other:

Additional Information: Route is all on private

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

Proposal(s):

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

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES

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

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

Access / Uses				
Uses	Specifically	Primary	Secondary	Tertiary
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	
Streams and Lakes	Within 200' of Stream(s)	
Elk (MIS)	High Summer Range	
Mule Deer (MIS)	High Summer Range	

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

Public Uses			
Does this route contribute to recreational opportunities, route network connectivity, public safety, or other public multi-use access opportunities enumerated in agency Organic laws?			Yes
Public Use	Primary	Secondary	Tertiary
ATV Use	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Hunting	<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	No	
Private Property	Yes	
Public Uses	No	
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: 31952

CB31952

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: 0.5384512 miles |
| <input checked="" type="checkbox"/> Evidence of Construction: Graded in places | | <input checked="" type="checkbox"/> Dual Track | Use Level: Medium |
| <input type="checkbox"/> Regularly Maintained | | <input type="checkbox"/> Graded Track | Maint. # (if any) |
| <input checked="" type="checkbox"/> Infrequently Maintained | | | |
| <input type="checkbox"/> Maintained in Past | | | |

Jurisdictions: BLM USFS State Military Private Other:

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

Proposal(s):

Proposed By District Staff	Proposed Designation Limit	Proposal Comments Limited to street legal vehicles- no OHVs.
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Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
 Township and Range: T.35S R.8W 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		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"/>
Range	Road accesses permittee camps, water developments, or other improvements	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Range	Not needed for 20-30 years, but keep prism			
Utilities	Municipal Supply Watersheds	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Route provides access for future vegetation management projects	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Route specifically assists in fuels management	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Necessary route, possible haul route, long term needed			
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	Necessary road. Provides access to lookout, helibase, large geographic area; provides a level of safety to public or firefolks			
	Fire Fuels: Robinson Reservoir. Lands: ? Easement.			

Special Resources

Might the continued use of this route impact State or Federal special status species or their habitat or cultural or any other specially-protected resources 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	Not likely to be needed in foreseeable future
Streams and Lakes	Within 200' of Stream(s)
Riparian (MIS)	Proximate (within 1/2 mile)
Wash	In
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer Range

Avoidance, Minimization or Mitigation of Impacts

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

Public Uses

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

Public Use	Primary	Secondary	Tertiary
ATV Use	<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"/>
Medium to heavy (summer or winter use)			

Route Redundancy

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

The route is utilized for the following:

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

Opportunities / Recommendations:

Close Limit* Open*

Limits:

<input checked="" type="checkbox"/> Limit Mode of Transportation	
<input type="checkbox"/> Non-Motorized	<input type="checkbox"/> Stock High Clearance Vehicles (Trucks, SUVs)
<input type="checkbox"/> Non-Motorized and Non-Mechanical	<input type="checkbox"/> Stock 4-Wheel Drive Vehicles
<input type="checkbox"/> Pedestrian	<input type="checkbox"/> Stock 4-Wheel Drive / High Clearance Vehicles
<input 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 checked="" type="checkbox"/> Other: Limited to street legal vehicles- no OHVs.	

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

Other/Common Name: 31952A

CB31952A

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: 0.283927 miles
<input checked="" type="checkbox"/> Evidence of Construction: Graded in places		<input checked="" type="checkbox"/> Dual Track	Use Level: Medium
<input type="checkbox"/> Regularly Maintained		<input type="checkbox"/> Graded Track	Maint. # (if any)
<input checked="" type="checkbox"/> Infrequently Maintained			
<input type="checkbox"/> Maintained in Past			

Jurisdictions: BLM USFS State Military Private Other:

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

Proposal(s):		
Proposed By	Proposed Designation	Proposal Comments
District Staff	Closed	close this portion of the route.

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
 Township and Range: T.35S R.8W 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			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			
Private Property	Access	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Range	Road accesses permittee camps, water developments, or other improvements	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Range	Not needed for 20-30 years, but keep prism			
Utilities	Municipal Supply Watersheds	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Route provides access for future vegetation management projects	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Route specifically assists in fuels management	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Necessary route, possible haul route, long term needed			
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	Necessary road. Provides access to lookout, helibase, large geographic area; provides a level of safety to public or firefolks			
	Fire Fuels: Robinson Reservoir. Lands: ? Easement.			

Special Resources

Might the continued use of this route impact State or Federal special status species or their habitat or cultural or any other specially-protected resources 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	Not likely to be needed in foreseeable future
Streams and Lakes	Within 200' of Stream(s)
Riparian (MIS)	Proximate (within 1/2 mile)
Wash	In
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer Range

Avoidance, Minimization or Mitigation of Impacts

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

Public Uses

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

Public Use	Primary	Secondary	Tertiary
ATV Use	<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"/>
Medium to heavy (summer or winter use)			

Route Redundancy

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

The route is utilized for the following:

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

Opportunities / Recommendations:

Close Limit* Open*

Closed to all uses.

The route would be allowed to naturally reclaim.

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

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

Other/Common Name: 31953

CB31953

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

Principal Feeder/Trunk Connector Single Track
 Other Loop Motorcycle Track
 Spur ATV Route Length: 0.2931853 miles
 Evidence of Construction: Graded in places Dual Track Use Level: Medium
 Regularly Maintained Graded Track Maint. # (if any)
 Infrequently Maintained
 Maintained in Past
 Jurisdictions: BLM USFS State Military Private Other:
 Additional Possible loop trail-- non-motorized
 Information:

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District Staff	Limit	limit to non-motorized

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
 Township and Range: T.35S R.8W 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
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Other Access / Uses Does the route provide other commercial or administrative access / uses?	Yes
Does the route provide commercial, private property, or administrative access (e.g. via prescriptive or vested rights)?	Yes
Is the route a regional route that serves more than one planning sub-region?	No
Is the route a principal means of connectivity within 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 not necessary Not likely to be needed in foreseeable future			
Vegetation (Timber and Fuels) - Sales and Management	Route provides access for future vegetation management projects	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Route specifically assists in fuels management	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Necessary route, possible haul route, long term needed			
Wildland Fire	Route serves as a main access for firefighting	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wildland Fire	Provides convenient access only			

Special Resources		
Might the continued use of this route impact State or Federal special status species or their habitat or cultural or any other specially-protected resources or objects identified by Agency planning documents, plan amendments or any other special area designations (e.g. National Monuments)?		Yes
Resource/Concern	Specifically	
Engineering	The route is substantially brushed in, in very poor condition or a particular burden for maintenance	
Engineering	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	Close to meet big game habitat effectiveness road density standards within GA or to protect important TES/MIS habitat (eg. Nesting, breeding, roosting).	
Wilderness/Roadless	Not likely to be needed in foreseeable future	
Streams and Lakes	Within 200' of Stream(s)	
Streams and Lakes	Stream Crossing	
	Number of crossings: 1	
Wash	Cross	
Soils	Route Subject to Erosion Concerns	
Elk (MIS)	High Summer Range	
Mule Deer (MIS)	High Summer Range	

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

Public Uses					
Does this route contribute to recreational opportunities, route network connectivity, public safety, or other public multi-use access opportunities enumerated in agency Organic laws?					Yes
Public Use		Primary	Secondary	Tertiary	
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 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"/>	
Medium to heavy (summer or winter use)					
Recreation: Possible loop trail - non-motorized					

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

Opportunities / Recommendations: Close Limit* Open* Limits: Limit Mode of Transportation Non-Motorized Non-Motorized and Non-Mechanical Pedestrian ATV Motorcycle Single Track Other Stock High Clearance Vehicles (Trucks, SUVs) Stock 4-Wheel Drive Vehicles Stock 4-Wheel Drive / High Clearance Vehicles Modified 4-Wheel Drive Vehicles Equestrian Mountain Bike

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

Other/Common Name: 31953A

CB31953A

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: 0.2155024 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: Possible loop trail-- non-motorized

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District Staff	Limit	limit to non-motorized

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
 Township and Range: T.35S R.8W 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		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 Range	Route not necessary Not likely to be needed in foreseeable future			
Vegetation (Timber and Fuels) - Sales and Management	Route provides access for future vegetation management projects	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Route specifically assists in fuels management	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Necessary route, possible haul route, long term needed			
Wildland Fire	Route serves as a main access for firefighting	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wildland Fire	Provides convenient access only			

Special Resources		
Might the continued use of this route impact State or Federal special status species or their habitat or cultural or any other specially-protected resources or objects identified by Agency planning documents, plan amendments or any other special area designations (e.g. National Monuments)?		Yes
Resource/Concern	Specifically	
Engineering	The route is substantially brushed in, in very poor condition or a particular burden for maintenance	
Engineering	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	Close to meet big game habitat effectiveness road density standards within GA or to protect important TES/MIS habitat (eg. Nesting, breeding, roosting).	
Wilderness/Roadless	Not likely to be needed in foreseeable future	
Streams and Lakes	Within 200' of Stream(s)	
Streams and Lakes	Stream Crossing	
	Number of crossings: 1	
Wash	Cross	
Soils	Route Subject to Erosion Concerns	
Elk (MIS)	High Summer Range	
Mule Deer (MIS)	High Summer Range	

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

Public Uses				
Does this route contribute to recreational opportunities, route network connectivity, public safety, or other public multi-use access opportunities enumerated in agency Organic laws?				Yes
Public Use	Primary	Secondary	Tertiary	
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 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"/>	
Medium to heavy (summer or winter use)				
Recreation: Possible loop trail - non-motorized				

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

Opportunities / Recommendations:		
<input type="checkbox"/> Close	<input checked="" type="checkbox"/> Limit*	<input type="checkbox"/> Open*
<input checked="" type="checkbox"/> Limits:		
<input checked="" type="checkbox"/> Limit Mode of Transportation		
<input 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: 31954

CB31954

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: 0.4228309 miles
<input checked="" type="checkbox"/> Evidence of Construction: Graded in places		<input checked="" type="checkbox"/> Dual Track	Use Level: Medium
<input type="checkbox"/> Regularly Maintained		<input type="checkbox"/> Graded Track	Maint. # (if any)
<input checked="" type="checkbox"/> Infrequently Maintained			
<input type="checkbox"/> Maintained in Past			

Jurisdictions: BLM USFS State Military Private Other:

Additional Information:

Proposal(s):		
Proposed By	Proposed Designation	Proposal Comments
District Staff	Closed	Close to all uses

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
Township and Range: T.35S R.8W 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			
Lands / Special Uses Range	Route not necessary Not likely to be needed in foreseeable future			
Vegetation (Timber and Fuels) - Sales and Management	Route provides access for future vegetation management projects	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Route specifically assists in fuels management	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Necessary route, possible haul route, long term needed			
Wildland Fire	Route serves as a main access for firefighting	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wildland Fire	Provides convenient access only			

Special Resources

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

Resource/Concern	Specifically
Engineering	The route is substantially brushed in, in very poor condition or a particular burden for maintenance
Engineering	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	Close to meet big game habitat effectiveness road density standards within GA or to protect important TES/MIS habitat (eg. Nesting, breeding, roosting).
Wilderness/Roadless	Not likely to be needed in foreseeable future
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing
	Number of crossings: 1
Wash	Cross
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range

Avoidance, Minimization or Mitigation of Impacts

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

Public Uses

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

Public Use	Primary	Secondary	Tertiary
ATV Use	<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: 32055

CB32055

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: 0.3280356 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.9W 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	Route not necessary			
Range	Not likely to be needed in foreseeable future			
Vegetation (Timber and Fuels) - Sales and Management	Not likely to be needed in foreseeable future			
Wildland Fire	Route serves as a main access for firefighting	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wildland Fire	Provides convenient access only			

Special Resources
 Might the continued use of this route impact State or Federal special status species or their habitat or cultural or any other specially-protected resources 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
Wildlife / Botany	Route has little/no impact on wildlife habitat and/or habitat effectiveness.
Wilderness/Roadless	Not likely to be needed in foreseeable future
Wilderness / Wilderness Study Areas	Leads to Wilderness/WSA (Wilderness Study Area)
Wilderness / Wilderness Study Areas	Proximate (within 1 mile)
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer Range

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

Public Uses				
Does this route contribute to recreational opportunities, route network connectivity, public safety, or other public multi-use access opportunities enumerated in agency Organic laws?				Yes
Public Use	Primary	Secondary		
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"/>	
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"/>	
Hiking	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Hunting	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Mountain Biking	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Vistas, Sightseeing, Photography	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Wildlife Watching	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
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: 32299

CB32299

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: 1.444309 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 and private property owner

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES

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

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

Access / Uses				
Uses	Specifically	Primary	Secondary	Tertiary
Private Property Range	Access	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Not likely to be needed in foreseeable future			
Wildland Fire	Not likely to be needed in foreseeable future			
	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	None to low risk to soil & water resources	
Wildlife / Botany	Route has little/no impact on wildlife habitat and/or habitat effectiveness.	
Wilderness/Roadless Streams and Lakes	Not likely to be needed in foreseeable future	
Streams and Lakes	Within 200' of Stream(s)	
	Stream Crossing	
	Number of crossings: 1	
Riparian (MIS)	9A - Riparian Management	
Riparian (MIS)	Cross	
Wash	In	
Soils	Route Subject to Erosion Concerns	
Elk (MIS)	High Summer Range	

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

Public Uses
 Does this route contribute to recreational opportunities, route 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"/>
Hiking	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Hunting	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
OHV Touring	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Vistas, Sightseeing, Photography	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Closed or low current use; alternate route available to area

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

The route is utilized for the following:

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

Opportunities / Recommendations:

Close Limit* Open*

Limits:

- Limit User
 - Motorized Administrative use (including Federal, State and Local 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: 32380

CB32380

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: 0.4762091 miles
<input checked="" type="checkbox"/> Evidence of Construction: Graded		<input type="checkbox"/> Dual Track	Use Level: High
<input checked="" type="checkbox"/> Regularly Maintained		<input checked="" type="checkbox"/> Graded Track	Maint. # (if any)
<input type="checkbox"/> Infrequently Maintained			
<input type="checkbox"/> Maintained in Past			

Jurisdictions: BLM USFS State Military Private Other:

Additional Information: Suitable for passenger cars.

Proposal(s):

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

Maintenance Level: 3 - SUITABLE FOR PASSENGER CARS

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

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

Access / Uses		Primary	Secondary	Tertiary
Uses	Specifically			
Administrative Uses	Other	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Campground facilities			
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	Not needed for 20-30 years but leave prism			
Wildland Fire	Provides convenient access only			

Special Resources

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

Resource/Concern	Specifically
Engineering	Necessary road, long term needed
Hydrology	Route impacts channels, floodplains or wetlands
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route encroaches on a sensitive area or impact TES/MIS species
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wilderness/Roadless	Not likely to be needed in foreseeable future
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing
	Number of crossings: 1
Riparian (MIS)	9A - Riparian Management
Riparian (MIS)	Cross
Elk (MIS)	High Summer Range
Goshawk (MIS) (TES)	In or Through Post Fledgling Area
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer Range

Hydro: Crosses stream with culvert. Wildlife Botany: Road was mitigated for TES under the Yankee EA.

Avoidance, Minimization or Mitigation of Impacts

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

Public Uses

Does this route contribute to recreational 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"/>
Camping - Developed	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Family Camp/ Group Camp	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Hunting	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Motorized Use Generally	<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:

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: 32380A

CB32380A

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: 0.5078775 miles
<input checked="" type="checkbox"/> Evidence of Construction: Graded		<input type="checkbox"/> Dual Track	Use Level: High
<input checked="" type="checkbox"/> Regularly Maintained		<input checked="" type="checkbox"/> Graded Track	Maint. # (if any)
<input type="checkbox"/> Infrequently Maintained			
<input type="checkbox"/> Maintained in Past			

Jurisdictions: BLM USFS State Military Private Other:

Additional Information: Suitable for passenger cars.

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District Staff	Limit	Limited to street legal vehicles- no OHVs.

Maintenance Level: 3 - SUITABLE FOR PASSENGER CARS

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

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

Access / Uses		Primary	Secondary	Tertiary
Uses	Specifically			
Administrative Uses	Other	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Campground facilities			
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	Not needed for 20-30 years but leave prism			
Wildland Fire	Provides convenient access only			

Special Resources

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

Resource/Concern	Specifically
Engineering	Necessary road, long term needed
Hydrology	Route impacts channels, floodplains or wetlands
Hydrology	None to low risk to soil & water resources
Wildlife / Botany	Route encroaches on a sensitive area or impact TES/MIS species
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wilderness/Roadless	Not likely to be needed in foreseeable future
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing
	Number of crossings: 1
Riparian (MIS)	9A - Riparian Management
Riparian (MIS)	Cross
Elk (MIS)	High Summer Range
Goshawk (MIS) (TES)	In or Through Post Fledgling Area
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer Range

Hydro: Crosses stream with culvert. Wildlife Botany: Road was mitigated for TES under the Yankee EA.

Avoidance, Minimization or Mitigation of Impacts

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

Public Uses

Does this route contribute to recreational 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"/>
Camping - Developed	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Family Camp/ Group Camp	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Hunting	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Motorized Use Generally	<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:

- Close
 Limit*
 Open*

Limits:

Limit Mode of Transportation

- | | |
|---|--|
| <input type="checkbox"/> Non-Motorized | <input type="checkbox"/> Stock High Clearance Vehicles (Trucks, SUVs) |
| <input type="checkbox"/> Non-Motorized and Non-Mechanical | <input type="checkbox"/> Stock 4-Wheel Drive Vehicles |
| <input type="checkbox"/> Pedestrian | <input type="checkbox"/> Stock 4-Wheel Drive / High Clearance Vehicles |
| <input 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 checked="" type="checkbox"/> Other: Limited to street legal vehicles- no OHVs. | |

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

Other/Common Name: G21002

CBG21002

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: 0.0344 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: G21003

CBG21003

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: 2.637319E-02 miles
<input checked="" type="checkbox"/> Other	<input type="checkbox"/> Loop	<input type="checkbox"/> Motorcycle Track	
	<input type="checkbox"/> Spur	<input type="checkbox"/> ATV Route	
<input type="checkbox"/> Evidence of Construction		<input checked="" type="checkbox"/> Dual Track	Use Level: Low
<input type="checkbox"/> Regularly Maintained		<input type="checkbox"/> Graded Track	Maint. # (if any)
<input type="checkbox"/> Infrequently Maintained			
<input type="checkbox"/> Maintained in Past			

Jurisdictions: BLM USFS State Military Private Other:

Additional Information:

Proposal(s):			
Proposed By	Proposed Designation	Proposal Comments	
District Staff	Open	open	

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	Fence	<input type="checkbox"/>	<input checked="" 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)	High Summer Range	
Mule Deer (MIS)	High Winter Range	

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

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

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

Opportunities / Recommendations:		
<input 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: G21004

CBG21004

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

<input type="checkbox"/> Principal Feeder/Trunk	<input type="checkbox"/> Connector	<input type="checkbox"/> Single Track	Length: 5.825648E-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: BLM USFS State Military Private Other:

Additional Information:

Proposal(s):	Proposed By	Proposed Designation	Proposal Comments
	District Staff	Limit	Limited to street legal vehicles- no OHVs.

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)	High Summer Range
Mule Deer (MIS)	High Winter Range

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

Public Uses	
Does this route contribute to recreational opportunities, route network connectivity, public safety, or other public multi-use access opportunities enumerated in agency Organic laws?	Yes
Public Use	Primary Secondary Tertiary
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	
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 type="checkbox"/> Close	<input checked="" type="checkbox"/> Limit*	<input type="checkbox"/> Open*
<input checked="" type="checkbox"/> Limits:		
<input checked="" type="checkbox"/> Limit Mode of Transportation		
<input type="checkbox"/> Non-Motorized	<input type="checkbox"/> Stock High Clearance Vehicles (Trucks, SUVs)	
<input type="checkbox"/> Non-Motorized and Non-Mechanical	<input type="checkbox"/> Stock 4-Wheel Drive Vehicles	
<input type="checkbox"/> Pedestrian	<input type="checkbox"/> Stock 4-Wheel Drive / High Clearance Vehicles	
<input 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 checked="" type="checkbox"/> Other: Limited to street legal vehicles- no OHVs.		

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

Other/Common Name: G21005

CBG21005

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

- | | | | |
|---|------------------------------------|---|-------------------------|
| <input type="checkbox"/> Principal Feeder/Trunk | <input type="checkbox"/> Connector | <input type="checkbox"/> Single Track | |
| <input type="checkbox"/> Other | <input type="checkbox"/> Loop | <input type="checkbox"/> Motorcycle Track | |
| | <input type="checkbox"/> Spur | <input type="checkbox"/> ATV Route | Length: 0.3223869 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:

Previous Decision: Yankee Meadow Decision
P.D. Designation: Open

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: G21006

CBG21006

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

Principal Feeder/Trunk
 Other

Connector
 Loop
 Spur

Single Track
 Motorcycle Track
 ATV Route
 Dual Track
 Graded Track

Length: 0.1916742 miles
Use Level:
Maint. # (if any)

Evidence of Construction
 Regularly Maintained
 Infrequently Maintained
 Maintained in Past

Jurisdictions: BLM USFS State Military Private Other:

Additional Information:

Previous Decision: Yankee Meadow Decision
P.D. Designation: Open

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: G21007

CBG21007

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

- | | | | |
|---|------------------------------------|---|-------------------------|
| <input type="checkbox"/> Principal Feeder/Trunk | <input type="checkbox"/> Connector | <input type="checkbox"/> Single Track | |
| <input type="checkbox"/> Other | <input type="checkbox"/> Loop | <input type="checkbox"/> Motorcycle Track | |
| | <input type="checkbox"/> Spur | <input type="checkbox"/> ATV Route | Length: 0.1620497 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:

Previous Decision: Yankee Meadow Decision
P.D. Designation: Open

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: G21008

CBG21008

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

- | | | | |
|---|------------------------------------|---|-------------------------------|
| <input type="checkbox"/> Principal Feeder/Trunk | <input type="checkbox"/> Connector | <input type="checkbox"/> Single Track | Length: 6.130576E-02
miles |
| <input type="checkbox"/> Other | <input type="checkbox"/> Loop | <input type="checkbox"/> Motorcycle Track | |
| | <input type="checkbox"/> Spur | <input type="checkbox"/> ATV Route | |
| <input type="checkbox"/> Evidence of Construction | | <input 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:

Previous Decision: Yankee Meadow Decision
P.D. Designation: Open

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: G21009

CBG21009

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

Principal Feeder/Trunk
 Other

Connector
 Loop
 Spur

Single Track
 Motorcycle Track
 ATV Route
 Dual Track
 Graded Track

Length: 0.1502569 miles
Use Level:
Maint. # (if any)

Evidence of Construction
 Regularly Maintained
 Infrequently Maintained
 Maintained in Past

Jurisdictions: BLM USFS State Military Private Other:

Additional Information:

Previous Decision: Yankee Meadow Decision
P.D. Designation: Open

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: G21010

CBG21010

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

Principal Feeder/Trunk
 Other

Connector
 Loop
 Spur

Single Track
 Motorcycle Track
 ATV Route

Length: 6.722008E-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:

Previous Decision: Yankee Meadow Decision
P.D. Designation: Open

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: G21011

CBG21011

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

- | | | | |
|---|------------------------------------|---|-------------------------------|
| <input type="checkbox"/> Principal Feeder/Trunk | <input type="checkbox"/> Connector | <input type="checkbox"/> Single Track | Length: 6.738001E-02
miles |
| <input type="checkbox"/> Other | <input type="checkbox"/> Loop | <input type="checkbox"/> Motorcycle Track | |
| | <input type="checkbox"/> Spur | <input type="checkbox"/> ATV Route | |
| <input type="checkbox"/> Evidence of Construction | | <input 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:

Previous Decision: Yankee Meadow Decision
P.D. Designation: Open

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: G21012

CBG21012

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

- | | | | |
|---|------------------------------------|---|-------------------------|
| <input type="checkbox"/> Principal Feeder/Trunk | <input type="checkbox"/> Connector | <input type="checkbox"/> Single Track | Length: 0.2936425 miles |
| <input type="checkbox"/> Other | <input type="checkbox"/> Loop | <input type="checkbox"/> Motorcycle Track | |
| | <input type="checkbox"/> Spur | <input type="checkbox"/> ATV Route | |
| <input type="checkbox"/> Evidence of Construction | | <input 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: G21015

CBG21015

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: 0.2573324 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: G21017

CBG21017

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

Principal Feeder/Trunk
 Other

Connector
 Loop
 Spur

Single Track
 Motorcycle Track
 ATV Route

Length: 7.665499E-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.

Other/Common Name: G21018

CBG21018

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: 0.3693996 miles
<input type="checkbox"/> Evidence of Construction:		<input checked="" type="checkbox"/> Dual Track	Use Level: Low
<input type="checkbox"/> Regularly Maintained		<input type="checkbox"/> Graded Track	Maint. # (if any)
<input type="checkbox"/> Infrequently Maintained			
<input type="checkbox"/> Maintained in Past			

Jurisdictions: BLM USFS State Military Private Other:

Additional Information:

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
Iron County		Route included in Iron County Proposal

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
Utilities	Municipal Supply Watersheds	<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)	High Summer Range	
Mule Deer (MIS)	High Summer Range	
Wild Turkey (MIS)	High Summer Range	

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

Public Uses			
Does this route contribute to recreational opportunities, route 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"/>
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:		
<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 checked="" type="checkbox"/> Utility Right-of-Way / Permittee		
<input checked="" 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: G21019

CBG21019

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: 0.3706995 miles
<input type="checkbox"/> Evidence of Construction:		<input checked="" type="checkbox"/> Dual Track	Use Level: Low
<input type="checkbox"/> Regularly Maintained		<input type="checkbox"/> Graded Track	Maint. # (if any)
<input type="checkbox"/> Infrequently Maintained			
<input type="checkbox"/> Maintained in Past			

Jurisdictions: BLM USFS State Military Private Other:

Additional Information:

Proposal(s):		
Proposed By	Proposed Designation	Proposal Comments
Iron County		Route included in Iron County Proposal

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	
Utilities	Municipal Supply Watersheds	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Wildland Fire	Route serves as an escape route for Wildland Urban Interface	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	Added during TMP meetings				

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

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

Public Uses			
Does this route contribute to recreational opportunities, route network connectivity, public safety, or other public multi-use access opportunities enumerated in agency Organic laws?		Yes	
Public Use	Primary	Secondary	Tertiary
ATV Use	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Mountain Biking	<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?		
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 checked="" type="checkbox"/> Utility Right-of-Way / Permittee		
<input checked="" 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: G21020

CBG21020

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: 0.1667429 miles
<input type="checkbox"/> Evidence of Construction:		<input checked="" type="checkbox"/> Dual Track	Use Level: Low
<input type="checkbox"/> Regularly Maintained		<input type="checkbox"/> Graded Track	Maint. # (if any)
<input type="checkbox"/> Infrequently Maintained			
<input type="checkbox"/> Maintained in Past			

Jurisdictions: BLM USFS State Military Private Other:

Additional Information:

Proposal(s):

Proposed By District Staff	Proposed Designation Limit	Proposal Comments limit to admin and special use permittee
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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		Primary	Secondary	Tertiary
Uses	Specifically			
Administrative Uses	Other Access to Brian Head Ski Area	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other Uses	Other Brian Head special use permit	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Private Property	Access	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Utilities	Municipal Supply Watersheds	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wildland Fire	Route serves as an escape route for Wildland Urban Interface (added during meetings)	<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
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer Range

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

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

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 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 checked="" type="checkbox"/> Other Permittee: Special use 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: G21021

CBG21021

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: 0.2056602 miles
<input type="checkbox"/> Evidence of Construction		<input checked="" type="checkbox"/> Dual Track	Use Level: Low
<input type="checkbox"/> Regularly Maintained		<input type="checkbox"/> Graded Track	Maint. # (if any)
<input type="checkbox"/> Infrequently Maintained			
<input type="checkbox"/> Maintained in Past			

Jurisdictions: BLM USFS State Military Private Other:

Additional Information:

Proposal(s):	Proposed By	Proposed Designation	Proposal Comments
	District Staff	Limit	limit to admin and special use permittee

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
Other Uses	Other Brian Head ski area	<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)	High Summer Range	
Mule Deer (MIS)	High Summer Range	
Wild Turkey (MIS)	High Summer Range	

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

Public Uses			
Does this route contribute to recreational opportunities, route network connectivity, public safety, or other public multi-use access opportunities enumerated in agency Organic laws?			Yes
Public Use		Primary	Secondary
Special Recreation Use Permits Brain Head ski area		<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

Opportunities / Recommendations:		
<input 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 checked="" type="checkbox"/> Other Permittee: Special use 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: G21022

CBG21022

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

- | | | | |
|---|--|--|--|
| <input type="checkbox"/> Principal Feeder/Trunk | <input type="checkbox"/> Connector | <input type="checkbox"/> Single Track | Length: 0.1194862 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 designation applies only to those portions of the route located on public land.

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District Staff	Limit	limit to admin and special use permittee

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	
Other Uses	Other	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	Special recreation use permit				
Utilities	Municipal Supply Watersheds	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Wildland Fire	Route serves as an escape route for Wildland Urban Interface (added during meetings)	<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)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer Range

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

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

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 checked="" type="checkbox"/> Other Permittee: Special use 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: G21024

CBG21024

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

<input type="checkbox"/> Principal Feeder/Trunk	<input type="checkbox"/> Connector	<input type="checkbox"/> Single Track	Length: 0.1283077 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:
<input type="checkbox"/> Regularly Maintained		<input 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: Unauthorized

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: G21028

CBG21028

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

Principal Feeder/Trunk
 Other

Connector
 Loop
 Spur

Single Track
 Motorcycle Track
 ATV Route

Length: 5.118741E-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.

Other/Common Name: G2664

CBG2664

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

- | | | | |
|---|--|--|---|
| <input type="checkbox"/> Principal Feeder/Trunk | <input type="checkbox"/> Connector | <input type="checkbox"/> Single Track | Length: 4.251184 miles
Use Level: Low
Maint. # (if any) |
| <input 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: Bladed in | | <input type="checkbox"/> Dual Track | |
| <input type="checkbox"/> Regularly Maintained | | <input checked="" 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 designation applies only to those portions of the route located on public land.

Route Origin: Constructed for Steam Engine timber sale

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District Staff Iron County	Limit	limit to admin and special use permittee Route included in Iron County Proposal

Maintenance Level: Unauthorized
 Trail Number (if any): 32032

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

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

Access / Uses		Primary	Secondary	Tertiary
Uses	Specifically			
Administrative Uses	Other	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Access to Brian Head Ski Area			
Other Uses	Other	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Special recreation use permit			
Private Property	Access	<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	
Wash	Cross	
Wash	Proximate	
Soils	Route Subject to Erosion Concerns	
Elk (MIS)	High Summer Range	
Mule Deer (MIS)	High Summer Range	
Wild Turkey (MIS)	High Summer Range	

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

Public Uses

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

Public Use	Primary	Secondary	Tertiary
ATV Use	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Special Recreation Use Permits	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Brian Head			

Route Redundancy

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

The route is utilized for the following:

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

Opportunities / Recommendations:

Close Limit* Open*

Limits:

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

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

Other/Common Name: G2665

CBG2665

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

<input type="checkbox"/> Principal Feeder/Trunk	<input type="checkbox"/> Connector	<input type="checkbox"/> Single Track	
<input type="checkbox"/> Other	<input type="checkbox"/> Loop	<input type="checkbox"/> Motorcycle Track	
	<input checked="" type="checkbox"/> Spur	<input type="checkbox"/> ATV Route	Length: 0.5635054 miles
<input checked="" type="checkbox"/> Evidence of Construction: Bladed in		<input type="checkbox"/> Dual Track	Use Level: Low
<input type="checkbox"/> Regularly Maintained		<input checked="" type="checkbox"/> Graded Track	Maint. # (if any)
<input type="checkbox"/> Infrequently Maintained			
<input type="checkbox"/> Maintained in Past			

Jurisdictions: BLM USFS State Military Private Other:

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

Route Origin: Constructed for Steam Engine timber sale

Maintenance Level: Unauthorized

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

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

Access / Uses					
Uses	Specifically	Primary	Secondary	Tertiary	
Administrative Uses	Other	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
	Access to Brian Head Ski Area				
Other Uses	Other	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	Special recreation permit				

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

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

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

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 checked="" type="checkbox"/> Other Permittee: Special use 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: G2666

CBG2666

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: 2.695143 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 designation applies only to those portions of the route located on public land.

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District Staff Iron County	Limit	limit to admin and special use permittee Route included in Iron County Proposal

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
Other Uses	Other Brian Head ski area	<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)	High Summer Range	
Mule Deer (MIS)	High Summer Range	
Wild Turkey (MIS)	High Summer Range	

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

Public Uses		
Does this route contribute to recreational opportunities, route network connectivity, public safety, or other public multi-use access opportunities enumerated in agency Organic laws?		Yes
Public Use	Primary	Secondary
Special Recreation Use Permits Brain Head ski area	<input checked="" type="checkbox"/>	<input type="checkbox"/>
		Tertiary
		<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: Special use 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: G2667

CBG2667

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: 0.1020417 miles
<input type="checkbox"/> Evidence of Construction		<input checked="" type="checkbox"/> Dual Track	Use Level: Low
<input type="checkbox"/> Regularly Maintained		<input type="checkbox"/> Graded Track	Maint. # (if any)
<input type="checkbox"/> Infrequently Maintained			
<input type="checkbox"/> Maintained in Past			

Jurisdictions: BLM USFS State Military Private Other:

Additional Information:

Proposal(s):	Proposed By	Proposed Designation	Proposal Comments
	District Staff	Limit	limit to admin and special use permittee
	Iron County		Route included in Iron County Proposal

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
Other Uses	Other	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Brian Head ski area			

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

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

Public Uses			
Does this route contribute to recreational opportunities, route network connectivity, public safety, or other public multi-use access opportunities enumerated in agency Organic laws?			Yes
Public Use		Primary	Secondary
Special Recreation Use Permits		<input checked="" type="checkbox"/>	<input type="checkbox"/>
Brain Head ski area			<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 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 checked="" type="checkbox"/> Other Permittee: Special use 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: G2668

CBG2668

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: 0.0867617 miles
<input type="checkbox"/> Evidence of Construction		<input checked="" type="checkbox"/> Dual Track	Use Level: Low
<input type="checkbox"/> Regularly Maintained		<input type="checkbox"/> Graded Track	Maint. # (if any)
<input type="checkbox"/> Infrequently Maintained			
<input type="checkbox"/> Maintained in Past			

Jurisdictions: BLM USFS State Military Private Other:

Additional Information:

Proposal(s):	Proposed By	Proposed Designation	Proposal Comments
	District Staff	Limit	limit to admin and special use permittee

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
Other Uses	Other Brian Head ski area	<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)	High Summer Range	
Mule Deer (MIS)	High Summer Range	
Wild Turkey (MIS)	High Summer Range	

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

Public Uses			
Does this route contribute to recreational opportunities, route network connectivity, public safety, or other public multi-use access opportunities enumerated in agency Organic laws?		Yes	
Public Use	Primary	Secondary	Tertiary
Special Recreation Use Permits Brain Head ski area	<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	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 checked="" type="checkbox"/> Other Permittee: Special use 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: G2669

CBG2669

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 checked="" type="checkbox"/> ATV Route	Length: 0.3587836 miles
<input type="checkbox"/> Evidence of Construction		<input 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:

Proposal(s):	Proposed By	Proposed Designation	Proposal Comments
	District Staff	Limit	limit to ATV

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)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer Range

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

Public Uses	
Does this route contribute to recreational opportunities, route 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"/>
Snowmobile	<input checked="" type="checkbox"/> <input type="checkbox"/> <input 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 type="checkbox"/> Close	<input checked="" type="checkbox"/> Limit*	<input type="checkbox"/> Open*
<input checked="" type="checkbox"/> Limits:		
<input checked="" type="checkbox"/> Limit Mode of Transportation		
<input type="checkbox"/> Non-Motorized	<input type="checkbox"/> Stock High Clearance Vehicles (Trucks, SUVs)	
<input type="checkbox"/> Non-Motorized and Non-Mechanical	<input type="checkbox"/> Stock 4-Wheel Drive Vehicles	
<input type="checkbox"/> Pedestrian	<input type="checkbox"/> Stock 4-Wheel Drive / High Clearance Vehicles	
<input checked="" type="checkbox"/> ATV	<input type="checkbox"/> Modified 4-Wheel Drive Vehicles	
<input type="checkbox"/> Motorcycle	<input type="checkbox"/> Equestrian	
<input type="checkbox"/> Single Track	<input type="checkbox"/> Mountain Bike	
<input type="checkbox"/> Other		

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

Opportunities / Recommendations: Close Limit* Open* Limits: Limit Mode of Transportation Non-Motorized Non-Motorized and Non-Mechanical Pedestrian ATV Motorcycle Single Track Other Stock High Clearance Vehicles (Trucks, SUVs) Stock 4-Wheel Drive Vehicles Stock 4-Wheel Drive / High Clearance Vehicles Modified 4-Wheel Drive Vehicles Equestrian Mountain Bike

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

Other/Common Name: G2670

CBG2670

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

<input type="checkbox"/> Principal Feeder/Trunk	<input type="checkbox"/> Connector	<input type="checkbox"/> Single Track	Length: 8.010609E-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: BLM USFS State Military Private Other:

Additional Information:

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District Staff	Limit	limit to admin and special use permittee

Maintenance Level: Unauthorized

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

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

Access / Uses					
Uses	Specifically	Primary	Secondary	Tertiary	
Administrative Uses	Other maintenance building	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Other Uses	Other Special recreation use permit	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Utilities	Municipal Supply Watersheds	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Wildland Fire	Route serves as an escape route for Wildland Urban Interface (added during meetings)	<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)	High Summer Range	
Mule Deer (MIS)	High Summer Range	
Wild Turkey (MIS)	High Summer Range	

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

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

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 checked="" type="checkbox"/> Other Permittee: Special use 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: G2985

CBG2985

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: 0.0362746 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: G2986

CBG2986

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: 0.1858457 miles
<input type="checkbox"/> Evidence of Construction		<input checked="" type="checkbox"/> Dual Track	Use Level: Low
<input type="checkbox"/> Regularly Maintained		<input type="checkbox"/> Graded Track	Maint. # (if any)
<input type="checkbox"/> Infrequently Maintained			
<input type="checkbox"/> Maintained in Past			

Jurisdictions: BLM USFS State Military Private Other:

Additional Information:

Proposal(s):	Proposed By	Proposed Designation	Proposal Comments
	District Staff	Limit	limit to admin and permittee only.

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	Spring Head Works	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Commercial Ranching Facility	Trough	<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)	High Summer Range	
Goshawk (MIS) (TES)	In or Through Post Fledgling Area	
Mule Deer (MIS)	High Summer Range	
Wild Turkey (MIS)	High Summer Range	

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

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

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

Opportunities / Recommendations:		
<input type="checkbox"/> Close	<input checked="" type="checkbox"/> Limit*	<input type="checkbox"/> Open*
<input checked="" type="checkbox"/> Limit		
<input type="checkbox"/> Maintenance Recommendations:		
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: G2988

CBG2988

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: 0.6372697 miles
<input type="checkbox"/> Evidence of Construction		<input checked="" type="checkbox"/> Dual Track	Use Level: Low
<input type="checkbox"/> Regularly Maintained		<input type="checkbox"/> Graded Track	Maint. # (if any)
<input type="checkbox"/> Infrequently Maintained			
<input type="checkbox"/> Maintained in Past			

Jurisdictions: BLM USFS State Military Private Other:

Additional Information:

Proposal(s):		
Proposed By	Proposed Designation	Proposal Comments
District Staff	Open	leave this route open

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	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	
Elk (MIS)	High Summer Range	
Goshawk (MIS) (TES)	In or Through Post Fledgling Area	
Mule Deer (MIS)	High Summer Range	
Wild Turkey (MIS)	High Summer Range	

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

Public Uses			
Does this route contribute to recreational opportunities, route network connectivity, public safety, or other public multi-use access opportunities enumerated in agency Organic laws?			Yes
Public Use	Primary	Secondary	Tertiary
ATV Use	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Camping - Primitive	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Dispersed Camping Site	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Hunting	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Motorized Use Generally	<input type="checkbox"/>	<input 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?		No
The route is utilized for the following:		
Commercial / Administrative	Yes	
Private Property	No	
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: G2990

CBG2990

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

- Principal Feeder/Trunk Connector Single Track
 Other Loop Motorcycle Track
 Spur ATV Route Length:
 Evidence of Construction Dual Track Use Level:
 Regularly Maintained Graded Track Maint. # (if any)
 Infrequently Maintained
 Maintained in Past
- Jurisdictions: BLM USFS State Military Private Other:
- Additional Route designation applies only to those portions of the route located on public land.
Information:

Opportunities / Recommendations:

- Close Limit* Open*

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

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

Other/Common Name: G2991

CBG2991

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: 0.2579247 miles
<input type="checkbox"/> Evidence of Construction:		<input checked="" type="checkbox"/> Dual Track	Use Level: Low
<input type="checkbox"/> Regularly Maintained		<input type="checkbox"/> Graded Track	Maint. # (if any)
<input type="checkbox"/> Infrequently Maintained			
<input type="checkbox"/> Maintained in Past			

Jurisdictions: BLM USFS State Military Private Other:

Additional Information:

Proposal(s):

Proposed By District Staff	Proposed Designation Limit	Proposal Comments Limited to street legal vehicles- no OHVs.
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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		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 Range	Necessary route Road accesses permittee camps, water developments, or other improvements	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Range Utilities	Necessary route, long term needed Electrical Transmission	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Route provides access for future vegetation management projects	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Not needed for 20-30 years but leave prism			
Wildland Fire	Route serves as a main access for firefighting Provides convenient access only	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wildland Fire	Lands: mountain bike groups on Blowhard			

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 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	None to low risk to soil & water resources	
Wildlife / Botany	Route encroaches on a sensitive area or impact TES/MIS species	
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.	
Wilderness/Roadless	Necessary road, long term needed	
Wilderness / Wilderness Study Areas	Leads to Wilderness/WSA (Wilderness Study Area)	
Wilderness / Wilderness Study Areas	Proximate (within 1 mile)	
Streams and Lakes	Within 200' of Stream(s)	
Riparian (MIS)	Proximate (within 1/2 mile)	
Wash	Proximate	
Soils	Route Subject to Erosion Concerns	
Elk (MIS)	High Summer Range	
Mule Deer (MIS)	High Summer Range	
Wild Turkey (MIS)	High Summer Range	
Engineering: Site distance		

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

Public Uses				Yes
Public Use	Primary	Secondary	Tertiary	
Does this route contribute to recreational opportunities, route network connectivity, public safety, or other public multi-use access opportunities enumerated in agency Organic laws?				
Route 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"/>	
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"/>	
There is social conflict associated with this route (ie. Motorized vs non 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"/>	
Hiking	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Hunting	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Mountain Biking	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Parking Area / Trailhead	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Trailheads	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Vistas, Sightseeing, Photography	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Wilderness / WSA Access	<input checked="" type="checkbox"/>	<input 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: Road needs to be closed to ATVs				

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 Mode of Transportation		
<input type="checkbox"/> Non-Motorized	<input type="checkbox"/> Stock High Clearance Vehicles (Trucks, SUVs)	
<input type="checkbox"/> Non-Motorized and Non-Mechanical	<input type="checkbox"/> Stock 4-Wheel Drive Vehicles	
<input type="checkbox"/> Pedestrian	<input type="checkbox"/> Stock 4-Wheel Drive / High Clearance Vehicles	
<input 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 checked="" type="checkbox"/> Other: Limited to street legal vehicles- no OHVs.		

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

Other/Common Name: G2992

CBG2992

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

<input type="checkbox"/> Principal Feeder/Trunk	<input type="checkbox"/> Connector	<input type="checkbox"/> Single Track	Length: 5.533801E-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:

Proposal(s):	Proposed By	Proposed Designation	Proposal Comments
	District Staff	Limit	Limited to street legal vehicles- no OHVs.

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		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 Range	Necessary route	<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"/>
Utilities	Necessary route, long term needed	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Electrical Transmission	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Route provides access for future vegetation management projects	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wildland Fire	Not needed for 20-30 years but leave prism			
Wildland Fire	Route serves as a main access for firefighting	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Provides convenient access only			
	Lands: mountain bike groups on Blowhard			

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 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	None to low risk to soil & water resources	
Wildlife / Botany	Route encroaches on a sensitive area or impact TES/MIS species	
Wildlife / Botany	Route could be closed to enhance big game habitat effectiveness by maintaining road density below GA standard. Minimal or no TES/MIS habitat at risk.	
Wilderness/Roadless	Necessary road, long term needed	
Wilderness / Wilderness Study Areas	Leads to Wilderness/WSA (Wilderness Study Area)	
Wilderness / Wilderness Study Areas	Proximate (within 1 mile)	
Streams and Lakes	Within 200' of Stream(s)	
Riparian (MIS)	Proximate (within 1/2 mile)	
Wash	Proximate	
Soils	Route Subject to Erosion Concerns	
Elk (MIS)	High Summer Range	
Mule Deer (MIS)	High Summer Range	
Wild Turkey (MIS)	High Summer Range	
Engineering: Site distance		

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"/>	
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"/>	
There is social conflict associated with this route (ie. Motorized vs non 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"/>	
Hiking	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Hunting	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Mountain Biking	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Parking Area / Trailhead	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Trailheads	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Vistas, Sightseeing, Photography	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Wilderness / WSA Access	<input checked="" type="checkbox"/>	<input 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: Road needs to be closed to ATVs				

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 Mode of Transportation		
<input type="checkbox"/> Non-Motorized	<input type="checkbox"/> Stock High Clearance Vehicles (Trucks, SUVs)	
<input type="checkbox"/> Non-Motorized and Non-Mechanical	<input type="checkbox"/> Stock 4-Wheel Drive Vehicles	
<input type="checkbox"/> Pedestrian	<input type="checkbox"/> Stock 4-Wheel Drive / High Clearance Vehicles	
<input 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 checked="" type="checkbox"/> Other: Limited to street legal vehicles- no OHVs.		

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

Other/Common Name: G2993

CBG2993

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

- | | | | |
|---|------------------------------------|---|-------------------|
| <input type="checkbox"/> Principal Feeder/Trunk | <input type="checkbox"/> Connector | <input type="checkbox"/> Single Track | |
| <input type="checkbox"/> Other | <input type="checkbox"/> Loop | <input type="checkbox"/> Motorcycle Track | |
| | <input type="checkbox"/> Spur | <input type="checkbox"/> ATV Route | Length: |
| <input 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: Route designation applies only to those portions of the route located on public land.

Opportunities / Recommendations:

- Close Limit* Open*

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

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

Other/Common Name: G2994

CBG2994

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: 0.1010952 miles
<input type="checkbox"/> Evidence of Construction		<input checked="" type="checkbox"/> Dual Track	Use Level:
<input type="checkbox"/> Regularly Maintained		<input type="checkbox"/> Graded Track	Maint. # (if any)
<input type="checkbox"/> Infrequently Maintained			
<input type="checkbox"/> Maintained in Past			

Jurisdictions: BLM USFS State Military Private Other:

Additional Information:

Proposal(s):		
Proposed By	Proposed Designation	Proposal Comments
District Staff	Closed	close this 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?	No

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

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

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

Route Redundancy	
Can the public uses of this route be adequately met by another route that minimizes 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: G2995

CBG2995

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: 0.1735741 miles
<input checked="" type="checkbox"/> Other	<input type="checkbox"/> Loop	<input type="checkbox"/> Motorcycle Track	
<input type="checkbox"/> Evidence of Construction	<input type="checkbox"/> Spur	<input type="checkbox"/> ATV Route	Use Level: Low
<input type="checkbox"/> Regularly Maintained		<input checked="" type="checkbox"/> Dual Track	Maint. # (if any)
<input type="checkbox"/> Infrequently Maintained		<input type="checkbox"/> Graded Track	
<input type="checkbox"/> Maintained in Past			

Jurisdictions: BLM USFS State Military Private Other:

Additional Information:

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District Staff	Open	open for recreation access

Maintenance Level: Unauthorized
Origin, Use and Issues: Duplicate route.
Route Needed?: No

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

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

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

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

Public Uses	
Does this route contribute to recreational opportunities, route network connectivity, public safety, or other public multi-use access opportunities enumerated in agency Organic laws?	Yes
Public Use	Primary Secondary Tertiary
ATV Use	<input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/>
Hunting	<input type="checkbox"/> <input checked="" type="checkbox"/> <input 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 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: G2996

CBG2996

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: 0.3036876 miles
<input type="checkbox"/> Evidence of Construction		<input checked="" type="checkbox"/> Dual Track	Use Level:
<input type="checkbox"/> Regularly Maintained		<input type="checkbox"/> Graded Track	Maint. # (if any)
<input type="checkbox"/> Infrequently Maintained			
<input type="checkbox"/> Maintained in Past			

Jurisdictions: BLM USFS State Military Private Other:

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

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District Staff	Open	open- access to private

Maintenance Level: Unauthorized
 Origin, Use and Issues: Private property.
 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
Lands / Special Uses	Route provides access to private or other agency land	<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)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer Range

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

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

Route Redundancy		No
Can the commercial, private-property or public uses of this route be adequately met by another route that minimizes impacts to the sensitive resources identified above or that minimizes cumulative effects on various other resources?		
The route is utilized for the following:		
Commercial / Administrative	No	
Private Property	Yes	
Public Uses	No	
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: G2999

CBG2999

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: 0.3851274 miles
<input type="checkbox"/> Evidence of Construction		<input checked="" type="checkbox"/> Dual Track	Use Level:
<input type="checkbox"/> Regularly Maintained		<input type="checkbox"/> Graded Track	Maint. # (if any)
<input type="checkbox"/> Infrequently Maintained			
<input type="checkbox"/> Maintained in Past			

Jurisdictions: BLM USFS State Military Private Other:

Additional Information:

Proposal(s):		
Proposed By	Proposed Designation	Proposal Comments
District Staff	Open	open for rec 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?	No

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

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

Public Uses	
Does this route contribute to recreational opportunities, route network connectivity, public safety, or other public multi-use access opportunities enumerated in agency Organic laws?	Yes
Public Use	Primary Secondary Tertiary
ATV Use	<input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/>
Vistas, Sightseeing, Photography	<input checked="" type="checkbox"/> <input type="checkbox"/> <input 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 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: T34048

CBT34048

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: 0.101 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: Route designation applies only to those portions of the route located on public land. Route is entirely on private.

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: T34049

CBT34049

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

- | | | | |
|---|------------------------------------|---|-------------------|
| <input type="checkbox"/> Principal Feeder/Trunk | <input type="checkbox"/> Connector | <input type="checkbox"/> Single Track | |
| <input type="checkbox"/> Other | <input type="checkbox"/> Loop | <input type="checkbox"/> Motorcycle Track | |
| | <input type="checkbox"/> Spur | <input type="checkbox"/> ATV Route | Length: |
| <input 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:

Proposal(s):		
Proposed By	Proposed Designation	Proposal Comments
Iron County		Route included in Iron County Proposal

Trail Number (if any): 32019

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: T34051

CBT34051

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

- | | | | |
|---|------------------------------------|---|-------------------|
| <input type="checkbox"/> Principal Feeder/Trunk | <input type="checkbox"/> Connector | <input type="checkbox"/> Single Track | |
| <input type="checkbox"/> Other | <input type="checkbox"/> Loop | <input type="checkbox"/> Motorcycle Track | |
| | <input type="checkbox"/> Spur | <input type="checkbox"/> ATV Route | Length: |
| <input 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:

Proposal(s):		
Proposed By	Proposed Designation	Proposal Comments
Iron County		Route included in Iron County Proposal

Trail Number (if any): 32032

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: U21002

CBU21002

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

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

Jurisdictions: BLM USFS State Military Private Other:

Additional Information:

Maintenance Level: Unauthorized
 Origin, Use and Issues: Dispersed camping
 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?	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	
Streams and Lakes	Within 200' of Stream(s)	
Streams and Lakes	Stream Crossing	
	Number of crossings: 1	
Riparian (MIS)	Proximate (within 1/2 mile)	
Riparian (MIS)	Cross	
Elk (MIS)	High Summer Range	
Mule Deer (MIS)	High Summer Range	
Wild Turkey (MIS)	High Summer Range	

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

Public Uses		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"/>	
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"/>	

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

Opportunities / Recommendations:		
<input type="checkbox"/> Close	<input checked="" type="checkbox"/> Limit*	<input type="checkbox"/> Open*
<input checked="" type="checkbox"/> Limits:		
<input checked="" type="checkbox"/> Limit Mode of Transportation		
<input type="checkbox"/> Non-Motorized	<input type="checkbox"/> Stock High Clearance Vehicles (Trucks, SUVs)	
<input type="checkbox"/> Non-Motorized and Non-Mechanical	<input type="checkbox"/> Stock 4-Wheel Drive Vehicles	
<input type="checkbox"/> Pedestrian	<input type="checkbox"/> Stock 4-Wheel Drive / High Clearance Vehicles	
<input 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 checked="" type="checkbox"/> Other: Limited to street legal vehicles- no OHVs.		

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

Other/Common Name: U21395

CBU21395

Facilitator(s): Nate Holland
Team Members:

- | | | | |
|---|------------------------------------|---|-------------------|
| <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: Route spans more than one geographic area. See also NDCU21395.

Maintenance Level: Unauthorized
Origin, Use and Issues: Navajo/Duck GA
Route Needed?: No

Opportunities / Recommendations:

- Close Limit* Open*

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

Other/Common Name: U21420

CBU21420

Facilitator(s): Nate Holland
Team Members:

- | | | | |
|---|------------------------------------|---|-------------------|
| <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: Route spans more than one geographic area. See also NDCU21420.

Maintenance Level: Unauthorized
Origin, Use and Issues: Navajo/Duck GA - Can't find
Route Needed?: No

Opportunities / Recommendations:

- Close Limit* Open*

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

Other/Common Name: U21445

CBU21445

Facilitator(s): Nate Holland
Team Members:

Principal Feeder/Trunk
 Other

Connector
 Loop
 Spur

Single Track
 Motorcycle Track
 ATV Route
 Dual Track
 Graded Track

Length: 0.1007958 miles
Use Level:
Maint. # (if any)

Evidence of Construction
 Regularly Maintained
 Infrequently Maintained
 Maintained in Past

Jurisdictions: BLM USFS State Military Private Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Mitigation for Goshawks
Route Needed?: No

Opportunities / Recommendations:

Close Limit* Open*

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

Other/Common Name: U21446

CBU21446

Facilitator(s): Nate Holland
Team Members:

Principal Feeder/Trunk
 Other

Connector
 Loop
 Spur

Single Track
 Motorcycle Track
 ATV Route
 Dual Track
 Graded Track

Length: 0.3472928 miles
Use Level:
Maint. # (if any)

Evidence of Construction
 Regularly Maintained
 Infrequently Maintained
 Maintained in Past

Jurisdictions: BLM USFS State Military Private Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Mitigation for Goshawks
Route Needed?: No

Opportunities / Recommendations:

Close Limit* Open*

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

Other/Common Name: U21473

CBU21473

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: 0.6055958 miles
<input type="checkbox"/> Evidence of Construction		<input checked="" type="checkbox"/> Dual Track	Use Level: Low
<input type="checkbox"/> Regularly Maintained		<input type="checkbox"/> Graded Track	Maint. # (if any)
<input type="checkbox"/> Infrequently Maintained			
<input type="checkbox"/> Maintained in Past			

Jurisdictions: BLM USFS State Military Private Other:

Additional Information:

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District Staff	Limit	limit to non-motorized

Maintenance Level: Unauthorized
 Origin, Use and Issues: Almost closed itself
 Route Needed?: No

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

Other Access / Uses	
Does the route provide other commercial or administrative access / uses?	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	
Streams and Lakes	Within 200' of Stream(s)	
Streams and Lakes	Stream Crossing	
	Number of crossings: 1	
Riparian (MIS)	Proximate (within 1/2 mile)	
Riparian (MIS)	Cross	
Soils	Route Subject to Erosion Concerns	
Elk (MIS)	High Summer Range	
Mule Deer (MIS)	High Summer Range	

Avoidance, Minimization or Mitigation of Impacts		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 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 public uses of this route be adequately met by another route that minimizes 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 type="checkbox"/> Close	<input checked="" type="checkbox"/> Limit*	<input type="checkbox"/> Open*
<input checked="" type="checkbox"/> Limits:		
<input checked="" type="checkbox"/> Limit Mode of Transportation		
<input 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: U21474

CBU21474

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

<input type="checkbox"/> Principal Feeder/Trunk	<input type="checkbox"/> Connector	<input type="checkbox"/> Single Track	
<input checked="" type="checkbox"/> Other	<input checked="" type="checkbox"/> Loop	<input type="checkbox"/> Motorcycle Track	
	<input checked="" type="checkbox"/> Spur	<input type="checkbox"/> ATV Route	Length: 0.1774846 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: Dispersed camping
 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? **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
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing
	Number of crossings: 1
Riparian (MIS)	Proximate (within 1/2 mile)
Riparian (MIS)	Cross
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer Range

Avoidance, Minimization or Mitigation of Impacts
 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
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"/>

Route Redundancy **No**
 Can the public uses of this route be adequately met by another route that minimizes impacts to the sensitive resources identified above or that minimizes cumulative effects on various other resources?
 The route is utilized for the following:

Public Uses	Yes
Other	No

Opportunities / Recommendations:

- Close
 Limit*
 Open*

Limits:

Limit Mode of Transportation

- | | |
|---|--|
| <input type="checkbox"/> Non-Motorized | <input type="checkbox"/> Stock High Clearance Vehicles (Trucks, SUVs) |
| <input type="checkbox"/> Non-Motorized and Non-Mechanical | <input type="checkbox"/> Stock 4-Wheel Drive Vehicles |
| <input type="checkbox"/> Pedestrian | <input type="checkbox"/> Stock 4-Wheel Drive / High Clearance Vehicles |
| <input 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 checked="" type="checkbox"/> Other: Limited to street legal vehicles- no OHVs. | |

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

Other/Common Name: U21474A

CBU21474A

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

<input type="checkbox"/> Principal Feeder/Trunk	<input type="checkbox"/> Connector	<input type="checkbox"/> Single Track	Length: 0.3423879 miles Use Level: Low Maint. # (if any)
<input checked="" type="checkbox"/> Other	<input checked="" type="checkbox"/> Loop	<input type="checkbox"/> Motorcycle Track	
	<input checked="" type="checkbox"/> Spur	<input type="checkbox"/> ATV Route	
<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:

Proposal(s):	Proposed By	Proposed Designation	Proposal Comments
	District Staff	Limit	limit non-motorized

Maintenance Level: Unauthorized
Origin, Use and Issues: Dispersed camping
Route Needed?: Yes

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

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: 1
Riparian (MIS)	Proximate (within 1/2 mile)
Riparian (MIS)	Cross
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer Range

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

Public Uses	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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Motorized Use Generally	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

Opportunities / Recommendations:		
<input type="checkbox"/> Close	<input checked="" type="checkbox"/> Limit*	<input type="checkbox"/> Open*
<input checked="" type="checkbox"/> Limits:		
<input checked="" type="checkbox"/> Limit Mode of Transportation		
<input 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: U21474B

CBU21474B

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

<input type="checkbox"/> Principal Feeder/Trunk	<input type="checkbox"/> Connector	<input type="checkbox"/> Single Track	Length: 9.223455E-02 miles
<input checked="" type="checkbox"/> Other	<input checked="" type="checkbox"/> Loop	<input type="checkbox"/> Motorcycle Track	
	<input checked="" type="checkbox"/> Spur	<input type="checkbox"/> ATV Route	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: BLM USFS State Military Private Other:

Additional Information:

Proposal(s):	Proposed By	Proposed Designation	Proposal Comments
	District Staff	Closed	close this portion of the route.

Maintenance Level: Unauthorized
Origin, Use and Issues: Dispersed camping
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? **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
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 1
Riparian (MIS)	Proximate (within 1/2 mile)
Riparian (MIS)	Cross
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer Range

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

Public Uses **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 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 public uses of this route be adequately met by another route that minimizes 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: U21484

CBU21484

Facilitator(s): Nate Holland
Team Members:

Principal Feeder/Trunk
 Other

Connector
 Loop
 Spur

Single Track
 Motorcycle Track
 ATV Route
 Dual Track
 Graded Track

Length: 0.2079332 miles
Use Level:
Maint. # (if any)

Evidence of Construction
 Regularly Maintained
 Infrequently Maintained
 Maintained in Past

Jurisdictions: BLM USFS State Military Private Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Duplicated
Route Needed?: No

Opportunities / Recommendations:

Close Limit* Open*

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

Other/Common Name: U21485

CBU21485

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: 0.9884505 miles |
| <input type="checkbox"/> Evidence of Construction | | <input checked="" type="checkbox"/> Dual Track | Use Level: |
| <input type="checkbox"/> Regularly Maintained | | <input type="checkbox"/> Graded Track | Maint. # (if any) |
| <input type="checkbox"/> Infrequently Maintained | | | |
| <input type="checkbox"/> Maintained in Past | | | |

Jurisdictions: BLM USFS State Military Private Other:

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

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District Staff	Open	open for rec uses

Maintenance Level: Unauthorized
Origin, Use and Issues: Private access.

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

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

Access / Uses				
Uses	Specifically	Primary	Secondary	Tertiary
Private Property	Access	<input type="checkbox"/>	<input checked="" 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)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer Range

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

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

Route Redundancy		
Can the commercial, private-property or public uses of this route be adequately met by another route that minimizes impacts to the sensitive resources identified above or that minimizes cumulative effects on various other resources?		No
The route is utilized for the following:		
Commercial / Administrative		Yes
Private Property		No
Public Uses		Yes
Other		No
Opportunities / Recommendations:		
<input 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: U21486

CBU21486

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 checked="" type="checkbox"/> Loop	<input type="checkbox"/> Motorcycle Track	
	<input type="checkbox"/> Spur	<input type="checkbox"/> ATV Route	Length: 0.6392235 miles
<input type="checkbox"/> Evidence of Construction		<input checked="" type="checkbox"/> Dual Track	Use Level:
<input type="checkbox"/> Regularly Maintained		<input type="checkbox"/> Graded Track	Maint. # (if any)
<input type="checkbox"/> Infrequently Maintained			
<input type="checkbox"/> Maintained in Past			

Jurisdictions: BLM USFS State Military Private Other:

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

Maintenance Level: Unauthorized
Origin, Use and Issues: User created.
Route Needed?: No

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

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

Access / Uses				
Uses	Specifically	Primary	Secondary	Tertiary
Lands / Special Uses	Route provides access to private or other agency land	<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)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer Range

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

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

<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 style="margin-left: 20px;">If yes, how?</p> <p style="margin-left: 40px;">Route CB31575</p>	<p>Yes</p>
<p>Opportunities / Recommendations:</p> <p> <input type="checkbox"/> Close <input type="checkbox"/> Limit* <input type="checkbox"/> Open* </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: U21488

CBU21488

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: 1.064443 miles
<input type="checkbox"/> Evidence of Construction		<input checked="" type="checkbox"/> Dual Track	Use Level:
<input type="checkbox"/> Regularly Maintained		<input type="checkbox"/> Graded Track	Maint. # (if any)
<input type="checkbox"/> Infrequently Maintained			
<input type="checkbox"/> Maintained in Past			

Jurisdictions: BLM USFS State Military Private Other:

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

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District Staff	Open	open- access to private

Maintenance Level: Unauthorized
 Origin, Use and Issues: Private property.
 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	
Lands / Special Uses	Route provides access to private or other agency land	<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)	High Summer Range	
Mule Deer (MIS)	High Summer Range	
Wild Turkey (MIS)	High Summer Range	

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

Public Uses		
Does this route contribute to 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 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		No
Private Property		Yes
Public Uses		No
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: U21489

CBU21489

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: 0.2247222 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: U21490

CBU21490

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: 2.062332 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 designation applies only to those portions of the route located on public land.

Maintenance Level: Unauthorized
 Origin, Use and Issues: Private access.
 Route Needed?: Yes

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

Access / Uses				
Uses	Specifically	Primary	Secondary	Tertiary
Commercial Ranching Facility	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"/>

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	
Wilderness / Wilderness Study Areas	Proximate (within 1 mile)	
Elk (MIS)	High Summer Range	
Mule Deer (MIS)	High Summer Range	
Wild Turkey (MIS)	High Summer Range	

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

Public Uses				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"/>	
Equestrian	<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"/>	
Mountain Biking	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Vistas, Sightseeing, Photography	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Wildlife Watching	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

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

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

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

Other/Common Name: U21491

CBU21491

Facilitator(s): Nate Holland
Team Members:

Principal Feeder/Trunk
 Other

Connector
 Loop
 Spur

Single Track
 Motorcycle Track
 ATV Route
 Dual Track
 Graded Track

Length: 1.32064 miles
Use Level:
Maint. # (if any)

Evidence of Construction
 Regularly Maintained
 Infrequently Maintained
 Maintained in Past

Jurisdictions: BLM USFS State Military Private Other:

Additional Information:

Maintenance Level: Unauthorized
Origin, Use and Issues: Private access

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: U24027

CBU24027

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 checked="" type="checkbox"/> ATV Route	Length: 0.5504088 miles
<input type="checkbox"/> Evidence of Construction		<input 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: Route designation applies only to those portions of the route located on public land.

Maintenance Level: Unauthorized
Origin, Use and Issues: User Created

Official Right-of-Way or Officially-Recognized County or State Route	
Is the route an officially-recognized right-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	
Elk (MIS)	High Summer Range	
Mule Deer (MIS)	High Summer Range	
Wild Turkey (MIS)	High Summer Range	

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

Public Uses		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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Snowmobile	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

Opportunities / Recommendations:

- Close
 Limit*
 Open*

Limits:

Limit Mode of Transportation

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

Pursue right of way through private property. If no right of way is obtained by Brian Head close route.

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

Other/Common Name: U24027A

CBU24027A

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 checked="" type="checkbox"/> ATV Route	Length:
<input type="checkbox"/> Evidence of Construction		<input 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: This is an existing trail, but it has not yet been GPSed.
 Move the gate that is south of this intersection to the north side of the intersection with this route.

Proposal(s):

Proposed By	Proposed Designation	Proposal Comments
District Staff	Limit	limit to admin and permittee and public ATV

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	
Utilities	Municipal Supply Watersheds	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Utilities	Other	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	Spring head				

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

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

Public Uses			
Does this route contribute to recreational opportunities, route network connectivity, public safety, or other public multi-use access opportunities enumerated in agency Organic laws?	Yes		
Public Use	Primary	Secondary	Tertiary
ATV Use	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Snowmobile	<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	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 checked="" type="checkbox"/> Utility Right-of-Way / Permittee	
<input type="checkbox"/> Special Event Permittee	
<input type="checkbox"/> Other Permittee	
<input type="checkbox"/> Private Property Access	
<input checked="" type="checkbox"/> Limit Mode of Transportation	
<input type="checkbox"/> Non-Motorized	<input type="checkbox"/> Stock High Clearance Vehicles (Trucks, SUVs)
<input type="checkbox"/> Non-Motorized and Non-Mechanical	<input type="checkbox"/> Stock 4-Wheel Drive Vehicles
<input type="checkbox"/> Pedestrian	<input type="checkbox"/> Stock 4-Wheel Drive / High Clearance Vehicles
<input checked="" type="checkbox"/> ATV	<input type="checkbox"/> Modified 4-Wheel Drive Vehicles
<input type="checkbox"/> Motorcycle	<input type="checkbox"/> Equestrian
<input type="checkbox"/> Single Track	<input type="checkbox"/> Mountain Bike
<input type="checkbox"/> Other	

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

Other/Common Name: U24050

CBU24050

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

Principal Feeder/Trunk
 Other

Connector
 Loop
 Spur

Single Track
 Motorcycle Track
 ATV Route

Length: 5.371857E-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.

Other/Common Name: U24051

CBU24051

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

Principal Feeder/Trunk
 Other

Connector
 Loop
 Spur

Single Track
 Motorcycle Track
 ATV Route

Length: 4.063303E-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.

Other/Common Name: U24053

CBU24053

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: 0.0480094 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: U24054

CBU24054

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

Principal Feeder/Trunk
 Other

Connector
 Loop
 Spur

Single Track
 Motorcycle Track
 ATV Route

Length: 5.574436E-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.

Other/Common Name: U24057

CBU24057

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

Principal Feeder/Trunk
 Other

Connector
 Loop
 Spur

Single Track
 Motorcycle Track
 ATV Route

Length: 1.981751E-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.

Other/Common Name: U24058

CBU24058

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

Principal Feeder/Trunk
 Other

Connector
 Loop
 Spur

Single Track
 Motorcycle Track
 ATV Route

Length: 5.507655E-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.

Other/Common Name: U24059

CBU24059

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

<input type="checkbox"/> Principal Feeder/Trunk	<input type="checkbox"/> Connector	<input type="checkbox"/> Single Track	Length: 4.110076E-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
 Route Needed?: Yes- recreation

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

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

Access / Uses					
Uses	Specifically	Primary	Secondary	Tertiary	
Utilities	Municipal Supply Watersheds	<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)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer Range

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

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

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

Opportunities / Recommendations:		
<input 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: U24061

CBU24061

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

<input type="checkbox"/> Principal Feeder/Trunk	<input type="checkbox"/> Connector	<input type="checkbox"/> Single Track	Length: 7.996832E-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
 Route Needed?: Yes- recreation

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

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

Access / Uses					
Uses	Specifically	Primary	Secondary	Tertiary	
Utilities	Municipal Supply Watersheds	<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)	High Summer Range
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer Range

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

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

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

Opportunities / Recommendations:		
<input 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: U24062

CBU24062

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

<input type="checkbox"/> Principal Feeder/Trunk	<input type="checkbox"/> Connector	<input type="checkbox"/> Single Track	Length: 8.448984E-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 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: BLM USFS State Military Private Other:

Additional Information:

Maintenance Level: Unauthorized
 Route Needed?: Yes- Timber/ Fuels, Range

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

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

Access / Uses		Primary	Secondary	Tertiary
Uses	Specifically			
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"/>
Range	Road accesses permittee camps, water developments, or other improvements (fences, corrals, salt/mineral blocks, troughs)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Utilities	Municipal Supply Watersheds	<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			

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

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

Public Uses			
Does this route contribute to recreational opportunities, route network connectivity, public safety, or other public multi-use access opportunities enumerated in agency Organic laws?			Yes
Public Use	Primary	Secondary	Tertiary
ATV Use	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Dispersed Camping Site	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Hunting	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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:		
<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: U2978

CBU2978

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: 0.1081342 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.