

Other/Common Name: G2754

NDCG2754

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: 0.1131598 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: Non-Existent
<input type="checkbox"/> Regularly Maintained		<input checked="" type="checkbox"/> Dual Track	Maint. # (if any)
<input type="checkbox"/> Infrequently Maintained		<input type="checkbox"/> Graded Track	
<input type="checkbox"/> Maintained in Past			

Jurisdictions: BLM USFS State Military Private Other:

Additional Information:

Maintenance Level: Unclassified

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

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

Access / Uses				
Uses	Specifically	Primary	Secondary	Tertiary
Administrative Uses	Administrative Site	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lands / Special Uses	Route not necessary			
Range	Road accesses permittee camps, water developments, or other improvements	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Range	Necessary route, long term needed			
Vegetation (Timber and Fuels) - Sales and Management	Not likely to be needed in foreseeable future			

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 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: 2	
Goshawk (MIS) (TES)	In or Through Post Fledgling Area	
Mule Deer (MIS)	High Summer Range	
Wild Turkey (MIS)	High Summer Range	
	Engineering: Duck Creek Guard Station	

Avoidance, Minimization or Mitigation of Impacts	
Can the impacts to the above sensitive resources be avoided, minimized or mitigated?	Yes
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Public Uses	
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
Admin Site - Guard Station	
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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
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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.