Other/Common Name: 30071

# PM30071

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 4.748636 miles
☒ Evidence of Construction: Gravel in place ☒ Dual Track Use Level: High
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☒ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☒ Private ☐ Other:

Additional Information: Potential public forest service route.
Route designation applies only to those portions of the route located on public land.
Route Origin: Historic route 1874-1897

Proposal(s):

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

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
Township and Range: T.36S R.7W S.21

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

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

**Other Access / Uses**

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 | ☒ | ☐ | ☐ |
| Lands / Special Uses | Route provides access to private or other agency land | ☒ | ☐ | ☐ |
| Lands / Special Uses | Necessary route | | | |
| Private Property | Access | ☒ | ☐ | ☐ |
| Range | Road accesses permitee camps, water developments, or other improvements | ☒ | ☐ | ☐ |
| Range | Necessary route, long term needed | | | |
| Vegetation (Timber and Fuels) - Sales and Management | Route provides access for future vegetation management projects | ☒ | ☐ | ☐ |
| Vegetation (Timber and Fuels) - Sales and Management | Route specifically assists in fuels management | ☒ | ☐ | ☐ |
| Vegetation (Timber and Fuels) - Sales and Management | Necessary route, possible haul route, long term needed | | | |
| Wildland Fire | Route provides access to repeaters, weather stations, look-outs, etc | ☒ | ☐ | ☐ |
| Wildland Fire | Route serves as a main access for firefighting | ☒ | ☐ | ☐ |
| 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, wetlands or riparian areas |
| 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 forseeable future |
| Streams and Lakes | Within 200' of Stream(s) |
| Streams and Lakes | Stream Crossing<br>Number of crossings: 7 |
| Wash | In |
| Wash | Cross |
| Soils | Known Erosion Scar |
| Soils | Route Subject to Erosion Concerns |
| Antelope | High Year-Long Range |
| Elk (MIS) | High Summer Range |
| Mule Deer (MIS) | High Summer Range |
| Sage Grouse (TES) | Proximate to Brood Rearing Area (within 1 mile) |
| Sage Grouse (TES) | In or Through Brood Rearing Area |
| 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) | ☒ | ☐ | ☐ |
| 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 | ☒ | ☐ | ☐ |
| ATV Use | ☒ | ☐ | ☐ |
| Camping - Primitive | ☐ | ☒ | ☐ |
| Equestrian | ☐ | ☐ | ☒ |
| Hunting | ☒ | ☐ | ☐ |
| Motorized Use Generally | ☐ | ☒ | ☐ |
| OHV Touring | ☒ | ☐ | ☐ |
| Wildlife Watching | ☐ | ☒ | ☐ |

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

Recreation: Markagunt

**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 |

**B**

☐ Close ☐ Limit* ☒ Open*

☒ Open to All Uses

☒ Maintenance Recommendations: Improve drainage and route 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.

**C**

☐ Close ☐ Limit* ☒ Open*

☒ Open to All Uses

☒ Maintenance Recommendations: Improve drainage and route 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.

**D**

☐ Close ☐ Limit* ☒ Open*

☒ Open to All Uses

☒ Maintenance Recommendations: Improve drainage and route 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.

**E**

☐ 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: 30071A

# PM30071A

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 1.091849 miles
☒ Evidence of Construction: Gravel in place ☒ Dual Track Use Level: High
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☒ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☒ Private ☐ Other:

Additional Information: Potential public forest service route.
Route designation applies only to those portions of the route located on public land.
Route Origin: Historic route 1874-1897

Proposal(s):

| Proposed By | Proposed Designation | Proposal Comments |
|---|---|---|
| District Staff | Closed | close to all motorized uses |

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
Township and Range: T.36S R.7W S.21

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

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

**Other Access / Uses**

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 | ☒ | ☐ | ☐ |
| Lands / Special Uses | Route provides access to private or other agency land | ☒ | ☐ | ☐ |
| Lands / Special Uses | Necessary route | | | |
| Private Property | Access | ☒ | ☐ | ☐ |
| Range | Road accesses permitee camps, water developments, or other improvements | ☒ | ☐ | ☐ |
| Range | Necessary route, long term needed | | | |
| Vegetation (Timber and Fuels) - Sales and Management | Route provides access for future vegetation management projects | ☒ | ☐ | ☐ |
| Vegetation (Timber and Fuels) - Sales and Management | Route specifically assists in fuels management | ☒ | ☐ | ☐ |
| Vegetation (Timber and Fuels) - Sales and Management | Necessary route, possible haul route, long term needed | | | |
| Wildland Fire | Route provides access to repeaters, weather stations, look-outs, etc | ☒ | ☐ | ☐ |
| Wildland Fire | Route serves as a main access for firefighting | ☒ | ☐ | ☐ |
| 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, wetlands or riparian areas |
| 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 forseeable future |
| Streams and Lakes | Within 200' of Stream(s) |
| Streams and Lakes | Stream Crossing<br>Number of crossings: 7 |
| Wash | In |
| Wash | Cross |
| Soils | Known Erosion Scar |
| Soils | Route Subject to Erosion Concerns |
| Antelope | High Year-Long Range |
| Elk (MIS) | High Summer Range |
| Mule Deer (MIS) | High Summer Range |
| Sage Grouse (TES) | Proximate to Brood Rearing Area (within 1 mile) |
| Sage Grouse (TES) | In or Through Brood Rearing Area |
| 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) | ☒ | ☐ | ☐ |
| 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 | ☒ | ☐ | ☐ |
| ATV Use | ☒ | ☐ | ☐ |
| Camping - Primitive | ☐ | ☒ | ☐ |
| Equestrian | ☐ | ☐ | ☒ |
| Hunting | ☒ | ☐ | ☐ |
| Motorized Use Generally | ☐ | ☒ | ☐ |
| OHV Touring | ☒ | ☐ | ☐ |
| Wildlife Watching | ☐ | ☒ | ☐ |

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

Recreation: Markagunt

**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 |

**B**

☐ Close ☐ Limit* ☒ Open*

☒ Open to All Uses

☒ Maintenance Recommendations: Improve drainage and route 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.

**C**

☐ Close ☐ Limit* ☒ Open*

☒ Open to All Uses

☒ Maintenance Recommendations: Improve drainage and route 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.

**D**

☒ 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.

**E**

☐ 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: 30071B

# PM30071B

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

☐ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 1.892343 miles
☒ Evidence of Construction: Gravel in place ☒ Dual Track Use Level: High
☐ Regularly Maintained ☐ Graded Track Maint. # (if any)
☒ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☒ Private ☐ Other:

Additional Information: Potential public forest service route.
Route designation applies only to those portions of the route located on public land.
Route Origin: Historic route 1874-1897

Proposal(s):

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

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
Township and Range: T.36S R.7W S.21

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

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

**Other Access / Uses**

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 | ☒ | ☐ | ☐ |
| Lands / Special Uses | Route provides access to private or other agency land | ☒ | ☐ | ☐ |
| Lands / Special Uses | Necessary route | | | |
| Private Property | Access | ☒ | ☐ | ☐ |
| Range | Road accesses permitee camps, water developments, or other improvements | ☒ | ☐ | ☐ |
| Range | Necessary route, long term needed | | | |
| Vegetation (Timber and Fuels) - Sales and Management | Route provides access for future vegetation management projects | ☒ | ☐ | ☐ |
| Vegetation (Timber and Fuels) - Sales and Management | Route specifically assists in fuels management | ☒ | ☐ | ☐ |
| Vegetation (Timber and Fuels) - Sales and Management | Necessary route, possible haul route, long term needed | | | |
| Wildland Fire | Route provides access to repeaters, weather stations, look-outs, etc | ☒ | ☐ | ☐ |
| Wildland Fire | Route serves as a main access for firefighting | ☒ | ☐ | ☐ |
| 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, wetlands or riparian areas |
| 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 forseeable future |
| Streams and Lakes | Within 200' of Stream(s) |
| Streams and Lakes | Stream Crossing<br>Number of crossings: 7 |
| Wash | In |
| Wash | Cross |
| Soils | Known Erosion Scar |
| Soils | Route Subject to Erosion Concerns |
| Antelope | High Year-Long Range |
| Elk (MIS) | High Summer Range |
| Mule Deer (MIS) | High Summer Range |
| Sage Grouse (TES) | Proximate to Brood Rearing Area (within 1 mile) |
| Sage Grouse (TES) | In or Through Brood Rearing Area |
| 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) | ☒ | ☐ | ☐ |
| 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 | ☒ | ☐ | ☐ |
| ATV Use | ☒ | ☐ | ☐ |
| Camping - Primitive | ☐ | ☒ | ☐ |
| Equestrian | ☐ | ☐ | ☒ |
| Hunting | ☒ | ☐ | ☐ |
| Motorized Use Generally | ☐ | ☒ | ☐ |
| OHV Touring | ☒ | ☐ | ☐ |
| Wildlife Watching | ☐ | ☒ | ☐ |

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

Recreation: Markagunt

**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 |

**B**

☐ Close ☐ Limit* ☒ Open*

☒ Open to All Uses

☒ Maintenance Recommendations: Improve drainage and route 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.

**C**

☐ Close ☐ Limit* ☒ Open*

☒ Open to All Uses

☒ Maintenance Recommendations: Improve drainage and route 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.

**D**

☐ Close ☐ Limit* ☒ Open*

☒ Open to All Uses

☒ Maintenance Recommendations: Improve drainage and route 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.

**E**

☐ 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.