Other/Common Name: 30080

PM30080

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

☒ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☒ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 6.203464 miles
☒ Evidence of Construction: Portions are paved. ☐ Dual Track Use Level: High
☒ Regularly Maintained ☒ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

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

Additional Information: Potential public forest service road.
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.35S R.7W S.35

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
Administrative Uses	Administrative Site	☒	☐	☐
Administrative Uses	Compliance/Enforcement	☒	☐	☐
Administrative Uses	Weed Abatement	☒	☐	☐
Administrative Uses	Wildlife Agency Monitoring	☒	☐	☐
Commercial Ranching Facility	Fence	☒	☐	☐
Lands / Special Uses	Route provides access for recreation or non-recreation special uses	☒	☐	☐
Lands / Special Uses	Route provides access to private or other agency land	☒	☐	☐
Lands / Special Uses	There is an easement or legal right-of-way	☒	☐	☐
Lands / Special Uses	Necessary route			
Private Property	Access	☒	☐	☐
Range	Route has noxious weed issues	☒	☐	☐
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	☒	☐	☐
Wildland Fire	Route serves as a main access for firefighting	☒	☐	☐
Wildland Fire	Route serves as an escape route for Wildland Urban Interface	☒	☐	☐
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	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 forseeable future
Inventoried Roadless Area	In or Through Bunker Creek
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 6
Riparian (MIS)	Proximate (within 1/2 mile)
Riparian (MIS)	Cross
Wash	Cross
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
Utah Prairie Dogs	Potential Habitat (In/Through)
Other Wildlife	Other White pelican

Engineering: Paved road

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	☒	☐	☐
Boating	☒	☐	☐
Boating and Water Access	☒	☐	☐
Fishing	☒	☐	☐
Motorized Use Generally	☒	☐	☐
Other Access to recreation areas	☒	☐	☐
Parking Area / Trailhead	☒	☐	☐
Public Use Site Access / Interpretative Panel	☒	☐	☐
SUV Touring	☒	☐	☐
Vistas, Sightseeing, Photography	☒	☐	☐
Wildlife Watching	☒	☐	☐
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

B

☐ 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.

C

☐ 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.

D

☐ 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.

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.