Other/Common Name: 30083

BV30083

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

☒ Principal Feeder/Trunk ☒ Connector ☐ Single Track
☐ Other ☒ Loop ☐ Motorcycle Track
☐ Spur ☐ ATV Route Length: 21.76675 miles
☒ Evidence of Construction: Graded in places ☒ 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:

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
Township and Range: T.34S R.6W S.15

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	☐	☒	☐
Commercial Ranching Facility	Gate	☒	☐	☐
Commercial Ranching Facility	Pond, Reservoir	☒	☐	☐
Lands / Special Uses	Route provides access to private or other agency land	☒	☐	☐
Range	Road accesses permitee camps, water developments, or other improvements	☒	☐	☐
Range	Route has noxious weed issues	☒	☐	☐
Range	Route hinders livestock management (i.e. gated)	☒	☐	☐
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	Necessary route, possible haul route, long term needed			
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 (could include cabins, campgrounds, etc)?	☒	☐	☐
Wildland Fire	Necessary road. Provides access to lookout, helibase, large geographic area; provides a level of safety to public or firefolks			

Fire Fuels: only water source Three-mile Creek and Sandy but cont. sensitive sp..; Range: gates left open, Whitetop, musk thistle; Vegetation: Sevier Projects, chainage

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	Necessary road, long term needed
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.
Inventoried Roadless Area	In or Through Bear Valley Peak
Streams and Lakes	Within 200' of Stream(s)
Streams and Lakes	Stream Crossing Number of crossings: 17
Riparian (MIS)	9A - Riparian Management
Riparian (MIS)	In, Along (within the banks or high water mark)
Riparian (MIS)	Cross
Wash	Cross
Soils	Route Subject to Erosion Concerns
Elk (MIS)	High Winter Range
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Winter 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 Year-Long Range

Engineering: some maintenance needed. Bad culverts; Hydro: 3-Mile Creek & Sandy Creek;
Roadless: North end of road may be boundary for invent. Roadless area?

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 a satisfying experience for its route type and setting (i.e. good scenery, picnic spots, overlooks, etc)	☒	☐	☐
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	☒	☐	☐
Equestrian	☐	☒	☐
Hunting	☒	☐	☐
Motorized Use Generally	☒	☐	☐
Mountain Biking	☐	☒	☐
OHV Touring	☒	☐	☐
Vistas, Sightseeing, Photography	☐	☒	☐
Wildlife Watching	☐	☒	☐

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

Recreation: Markagunt ATV, accesses N.Fork, 3-Mile, Delong trails, Rock Quarry?

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

B

☐ Close ☐ Limit* ☒ Open*

☒ Open to All Uses

☒ Maintenance Recommendations: Improve drainage. Improve running surface. Relocate around from riparian areas and streams.

*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. Improve running surface. Relocate around from riparian areas and streams.

*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. Improve running surface. Relocate around from riparian areas and streams.

*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.