

Other/Common Name: 30360

PM30360

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: 0.2991848 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.36S 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 | | 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 | Necessary route | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Private Property Range | 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 | 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 | <input 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"/> |
| 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

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 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 |
|-------------------------|--------------------------|-------------------------------------|-------------------------------------|
| ATV Use | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Motorized Use Generally | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Snowmobile | <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 | 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

Maintenance Recommendations: Widen for 2 way traffic. Improve route surface and drainage.

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| | | | |
|----------|--|---------------------------------|---|
| D | <input type="checkbox"/> Close | <input type="checkbox"/> Limit* | <input checked="" type="checkbox"/> Open* |
| | <input checked="" type="checkbox"/> Open to All Uses | | |

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| | | | |
|----------|--|---------------------------------|---|
| E | <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.