

Other/Common Name: 30364

NDC30364

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 checked="" type="checkbox"/> Loop	<input type="checkbox"/> Motorcycle Track	
	<input type="checkbox"/> Spur	<input type="checkbox"/> ATV Route	Length: 0.2306451 miles
<input checked="" type="checkbox"/> Evidence of Construction: Paved		<input type="checkbox"/> Dual Track	Use Level: High
<input checked="" type="checkbox"/> Regularly Maintained		<input checked="" type="checkbox"/> Graded Track	Maint. # (if any)
<input type="checkbox"/> Infrequently Maintained			
<input type="checkbox"/> Maintained in Past			
Jurisdictions:	<input type="checkbox"/> BLM	<input checked="" type="checkbox"/> USFS	<input type="checkbox"/> State
			<input type="checkbox"/> Military
			<input type="checkbox"/> Private
			<input type="checkbox"/> Other:
Additional Information:	Spruce Campground		

Proposal(s):	Proposed By	Proposed Designation	Proposal Comments
	District Staff	Limit	Limited to street legal vehicles- no OHVs.

Maintenance Level: 4 - MODERATE DEGREE OF USER COMFORT
Township and Range: T.38S R.8W S.7

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		Primary	Secondary	Tertiary
Uses	Specifically			
Administrative Uses	Administrative Site	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lands / Special Uses	Route not necessary			
Range	Not likely to be needed in foreseeable future			
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	Not needed for 20-30 years but leave prism			
Wildland Fire	Route provides access to legal water sources	<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			

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: 3
Riparian (MIS)	Proximate (within 1/2 mile)
Wash	Proximate
Mule Deer (MIS)	High Summer Range
Wild Turkey (MIS)	High Summer Range

Engineering: Spruce Campground

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)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Camping - Developed	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Family Camp/ Group Camp	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Fishing	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Hiking	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Motorized Use Generally	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Mountain Biking	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Parking Area	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vistas, Sightseeing, Photography	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wildlife Watching	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
High use (summer or winter); part of summer loop route; part of designated route system; no alternate route to destination or area			

Spruce Campground

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*

Limits:

Limit Mode of Transportation

<input type="checkbox"/> Non-Motorized	<input type="checkbox"/> Stock High Clearance Vehicles (Trucks, SUVs)
<input type="checkbox"/> Non-Motorized and Non-Mechanical	<input type="checkbox"/> Stock 4-Wheel Drive Vehicles
<input type="checkbox"/> Pedestrian	<input type="checkbox"/> Stock 4-Wheel Drive / High Clearance Vehicles
<input type="checkbox"/> ATV	<input type="checkbox"/> Modified 4-Wheel Drive Vehicles
<input type="checkbox"/> Motorcycle	<input type="checkbox"/> Equestrian
<input type="checkbox"/> Single Track	<input type="checkbox"/> Mountain Bike
<input checked="" type="checkbox"/> Other: Limited to street legal vehicles- no OHVs.	

*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

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D

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E

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 Open*

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