

Other/Common Name: 31536

PM31536

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

<input type="checkbox"/> Principal Feeder/Trunk	<input checked="" 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: 2.618178 miles
<input checked="" type="checkbox"/> Evidence of Construction: Graded in places		<input checked="" type="checkbox"/> Dual Track	Use Level: High
<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:

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
 Township and Range: T.36S R.7W S.11

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			
Commercial Ranching Facility	Fence	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Commercial Ranching Facility	Pond, Reservoir	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Lands / Special Uses	Route not necessary			
Range	Road accesses permittee camps, water developments, or other improvements	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Range	Necessary route, long term needed			
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	Necessary route, possible haul route, long term needed			
Wildland Fire	Route serves as a main access for firefighting	<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	Route is duplicated within 0.5 mile	
Engineering	Not needed for 20-30 years but leave prism	
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 foreseeable future	
Streams and Lakes	Within 200' of Stream(s)	
Streams and Lakes	Stream Crossing	
	Number of crossings: 1	
Wash	Cross	
Soils	Known Erosion Scar	
Soils	Route Subject to Erosion Concerns	
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	

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"/>	
ATV Use		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Hunting		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Motorized Use Generally		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
OHV Touring		<input checked="" type="checkbox"/>	<input 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					
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		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 checked="" 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 type="checkbox"/> Other	

*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*

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 checked="" 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 type="checkbox"/> Other	

*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.