

Other/Common Name: 30254

PV30254

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: 1.60251 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:

Maintenance Level: 2 - HIGH CLEARANCE VEHICLES
Township and Range: T.39S R.15W S.9

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			
Commercial Ranching Facility	Fence	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Commercial Ranching Facility	Range Pipeline	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lands / Special Uses	Route provides access for recreation or non-recreation special uses	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lands / Special Uses	Necessary route			
Range	Road accesses permittee camps, water developments, or other improvements	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Range	Route has noxious weed issues	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Range	Route hinders livestock management (i.e. gated)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Range	Not needed for 20-30 years, but keep prism			
Vegetation (Timber and Fuels) - Sales and Management	Not likely to be needed in foreseeable future			
Wildland Fire	Route provides access to legal water sources	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wildland Fire	Provides convenient access only			

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	Route is duplicated within 0.5 mile
Engineering	Necessary road, long term needed
Hydrology	Route impacts channels, floodplains, wetlands or riparian areas
Hydrology	Route contributes to erosion or slope failure
Hydrology	High risk to soil & water resources
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: 4
Wash	Cross
Wash	Proximate
Soils	Known Erosion Scar
Soils	Route Subject to Erosion Concerns
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
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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Camping - Primitive	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Christmas Tree Cutting	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Dispersed Camping Site	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Equestrian	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Hunting	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Motorized Use Generally	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Post / Pole Gathering	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Rockhounding	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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	No
Public Uses	Yes
Other	No

Opportunities / Recommendations:

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.