

Other/Common Name: 30322

PV30322

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

Principal Feeder/Trunk Connector Single Track
 Other Loop Motorcycle Track
 Spur ATV Route Length: 1.613603 miles
 Evidence of Construction: Graded in places Dual Track Use Level: Low
 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.40S R.15W S.27

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			
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	There is an easement or legal right-of-way	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lands / Special Uses	Necessary route			
Range	Not likely to be needed in foreseeable future			
Utilities	Municipal Supply Watersheds	<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	Provides convenient access only			

Special Resources		Yes
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, wetlands or riparian areas	
Hydrology	Route contributes to erosion or slope failure	
Hydrology	High risk to soil & water resources	
Wilderness/Roadless	Route is in an Inventoried Roadless Area (IRA)	
Wilderness/Roadless	Not likely to be needed in foreseeable future	
Wilderness / Wilderness Study Areas	Leads to Wilderness/WSA (Wilderness Study Area)	
Wilderness / Wilderness Study Areas	Proximate (within 1 mile)	
Streams and Lakes	Within 200' of Stream(s)	
Streams and Lakes	Stream Crossing	
	Number of crossings: 3	
Wash	Cross	
Wash	Proximate	
Soils	Route Subject to Erosion Concerns	
Mule Deer (MIS)	High Winter Range	
Mule Deer (MIS)	High Summer Range	

Avoidance, Minimization or Mitigation of Impacts		Yes
Can the impacts to the above sensitive resources be avoided, minimized or mitigated?		Yes

Public Uses		Yes		
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 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"/>
Hiking		<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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Post / Pole Gathering		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Vistas, Sightseeing, Photography		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Wildlife Watching		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Closed or low current use; alternate route available to area				

Route Redundancy		No
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.