

Other/Common Name: 30334

**PV30334**

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: 0.1016503 miles
<input checked="" type="checkbox"/> Evidence of Construction: Gravel		<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:  BLM     USFS     State     Military     Private     Other:

Additional Information:

Maintenance Level: 3 - SUITABLE FOR PASSENGER CARS

<b>Official Right-of-Way or Officially-Recognized County or State Route</b>	
Is the route an officially-recognized right-of-way or an officially recognized County or State route?	<b>No</b>

<b>Other Access / Uses</b>		
Does the route provide other commercial or administrative access / uses?		<b>Yes</b>
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	

<b>Access / Uses</b>		Primary	Secondary	Tertiary
<b>Uses</b>	<b>Specifically</b>			
Lands / Special Uses	Necessary route			
Range	Necessary route, long term needed			
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	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			

<b>Special Resources</b>		<b>Yes</b>
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)?		
<b>Resource/Concern</b>	<b>Specifically</b>	
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	Necessary road, long term needed	
Wilderness / Wilderness Study Areas	Proximate (within 1 mile)	
Wash	Proximate	
Soils	Route Subject to Erosion Concerns	
Mule Deer (MIS)	Critical Summer Range	
Wild Turkey (MIS)	High Summer Range	

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

<b>Public Uses</b>																																																																										
Does this route contribute to recreational opportunities, route network connectivity, public safety, or other public multi-use access opportunities enumerated in agency Organic laws?	<b>Yes</b>																																																																									
<b>Public Use</b>	<table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 60%;"></th> <th style="width: 15%;">Primary</th> <th style="width: 15%;">Secondary</th> <th style="width: 10%;">Tertiary</th> </tr> </thead> <tbody> <tr> <td>Route has unique destination and/or provide a satisfying experience for its type and setting (ie. good scenery, overlook, campsite, historical site, water body)</td> <td style="text-align: center;"><input checked="" type="checkbox"/></td> <td style="text-align: center;"><input type="checkbox"/></td> <td style="text-align: center;"><input type="checkbox"/></td> </tr> <tr> <td>The route is a primary recreation access route, a designated system route, or a route with pending designation status (ie. Markagunt &amp; High Desert trails?) 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<b>Route Redundancy</b>	
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?	<b>No</b>
The route is utilized for the following:	
Commercial / Administrative	Yes
Private Property	No
Public Uses	Yes
Other	No

<b>Opportunities / Recommendations:</b>
<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.