

Other/Common Name: 30694

EN30694

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 type="checkbox"/> Loop	<input type="checkbox"/> Motorcycle Track	
	<input type="checkbox"/> Spur	<input type="checkbox"/> ATV Route	Length: 1.713554 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.36S R.18W S.26

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	Gate	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lands / Special Uses	Route provides access to private or other agency land	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lands / Special Uses	Necessary route			
Range	Route has noxious weed issues	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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	Route provides access to on-going timber sales	<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	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	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	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: 5
Wash	In
Soils	Route Subject to Erosion Concerns
Mule Deer (MIS)	High Winter 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
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"/>
Route provides an opportunity to improve a trail system (motorized or non-motorized) or other recreational activity	<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"/>
Christmas Tree Cutting	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Hunting	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Post / Pole Gathering	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Closed or low current use; alternate route available to area			

Recreation: motorized

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.