

Other/Common Name: U1337

**PNU1337**

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: 0.792043 miles |
| <input type="checkbox"/> Evidence of Construction |   | <input checked="" type="checkbox"/> Dual Track | Use Level: Low         |
| <input type="checkbox"/> Regularly Maintained     |   | <input 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:           Unclassified

<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>		<b>Yes</b>
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	

<b>Access / Uses</b>		<b>Primary</b>	<b>Secondary</b>	<b>Tertiary</b>
<b>Uses</b>	<b>Specifically</b>			
Range	Road accesses permittee camps, water developments, or other improvements (fences, corrals, salt/mineral blocks, troughs)	<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	Necessary route, long term needed			
Vegetation (Timber and Fuels) - Sales and Management	Not likely to be needed in foreseeable future			
Wildland Fire	Provides duplicate access or access to a small area			

**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**

<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	Route is duplicated within 0.5 mile
Engineering	Not likely to be needed in foreseeable future
Wildlife / Botany	Route impacts specific wildlife habitat or security
Wilderness/Roadless	Not likely to be needed in foreseeable future
Inventoried Roadless Area	In or Through Kane Mountain
Streams and Lakes	Within 200' of Stream(s)
Wash	In
Soils	Route Subject to Erosion Concerns
Mule Deer (MIS)	High Winter Range
Wild Turkey (MIS)	High Year-Long Range
	Wildlife Botany: Mule deer, turkey - close redundant road/stream

**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**

<b>Public Use</b>	<b>Primary</b>	<b>Secondary</b>	<b>Tertiary</b>
Route provides an opportunity for non-motorized recreation activities. Or could be converted to a trail.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Route provides an opportunity to improve a trail system or other recreational activity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Route is valued for providing a satisfying experience for its route type and setting	<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 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"/>
Low use			

**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\*

Closed to all uses.

The route would be allowed to naturally reclaim.

The route would be restored (e.g. vertically mulched) at least to some extent (e.g. to the visual horizon).

\*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.