

Other/Common Name: 30812

EN30812

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	
<input checked="" type="checkbox"/> Evidence of Construction: Graded in places		<input checked="" type="checkbox"/> Dual Track	Length: 0.1580346 miles
<input type="checkbox"/> Regularly Maintained		<input type="checkbox"/> Graded Track	Use Level: Low
<input checked="" type="checkbox"/> Infrequently Maintained			Maint. # (if any)
<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.37S R.17W S.28

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 Range	Route not necessary			
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"/>
Vegetation (Timber and Fuels) - Sales and Management	Necessary route, long term needed			
Wildland Fire	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		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)?		
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 likely to be needed in foreseeable future	
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 Streams and Lakes	Not likely to be needed in foreseeable future	
Wash	Within 200' of Stream(s)	
Mule Deer (MIS)	Proximate	
Wild Turkey (MIS)	High Summer Range	
	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
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"/>
Camping - Primitive	<input type="checkbox"/>	<input checked="" 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"/>
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"/>
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:		
<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.