Other/Common Name: 30366

# NDC30366

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☐ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.5246438 miles
☒ Evidence of Construction: Graded ☐ Dual Track Use Level: High
☒ Regularly Maintained ☒ Graded Track Maint. # (if any)
☐ Infrequently Maintained
☐ Maintained in Past

Jurisdictions: ☐ BLM ☒ USFS ☐ State ☐ Military ☐ Private ☐ Other:

Additional Information:

Proposal(s):

| Proposed By | Proposed Designation | Proposal Comments |
|---|---|---|
| District Staff | Limit | Limited to street legal vehicles- no OHVs. |

Maintenance Level: 3 - SUITABLE FOR PASSENGER CARS
Township and Range: T.38S R.9W S.2

**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**

| Uses | Specifically | Primary | Secondary | Tertiary |
|---|---|---|---|---|
| Administrative Uses | Administrative Site | ☒ | ☐ | ☐ |
| Lands / Special Uses | Route provides access for recreation or non-recreation special uses | ☒ | ☐ | ☐ |
| Lands / Special Uses | Necessary route | | | |
| Other Uses | Other<br>Recreation residential area | ☒ | ☐ | ☐ |
| Range | Not likely to be needed in forseeable future | | | |
| Vegetation (Timber and Fuels) - Sales and Management | Route provides access for future vegetation management projects | ☒ | ☐ | ☐ |
| Vegetation (Timber and Fuels) - Sales and Management | Route specifically assists in fuels management | ☒ | ☐ | ☐ |
| Vegetation (Timber and Fuels) - Sales and Management | Not needed for 20-30 years but leave prism | | | |
| Wildland Fire | Route serves as an escape route for Wildland Urban Interface | ☒ | ☐ | ☐ |
| Wildland Fire | Necessary road. Provides access to lookout, helibase, large geographic area; provides a level of safety to public or firefolks<br><br>Lands: Summer Homes | | | |

**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 | Necessary road, long term needed |
| Hydrology | None to low risk to soil & water resources |
| Wildlife / Botany | Route encroaches on a sensitive area or impact TES/MIS species |
| Wildlife / Botany | Route impacts specific wildlife habitat or security |
| Wildlife / Botany | Route has little/no impact on wildlife habitat and/or habitat effectiveness. |
| Wilderness/Roadless | Not likely to be needed in forseeable future |
| Wash | Proximate |
| Mule Deer (MIS) | High Summer Range |
| Wild Turkey (MIS) | High Summer Range |

Engineering: Summer Homes

**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) | ☒ | ☐ | ☐ |
| 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 | ☒ | ☐ | ☐ |
| Motorized Use Generally | ☒ | ☐ | ☐ |
| Other | ☒ | ☐ | ☐ |
| Recreation residential area | | | |
| Special Recreation Use Permits | ☒ | ☐ | ☐ |
| High use (summer or winter); part of summer loop route; part of designated route system; no alternate route to destination or area | | | |

Summer Homes

**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*

☒ Limits:

☒ Limit Mode of Transportation

- ☐ Non-Motorized
- ☐ Non-Motorized and Non-Mechanical
- ☐ Pedestrian
- ☐ ATV
- ☐ Motorcycle
- ☐ Single Track
- ☒ Other: Limited to street legal vehicles- no OHVs.
- ☐ Stock High Clearance Vehicles (Trucks, SUVs)
- ☐ Stock 4-Wheel Drive Vehicles
- ☐ Stock 4-Wheel Drive / High Clearance Vehicles
- ☐ Modified 4-Wheel Drive Vehicles
- ☐ Equestrian
- ☐ Mountain Bike

*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.