

Other/Common Name: 30369

NDC30369

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: 0.4522711 miles
<input checked="" type="checkbox"/> Evidence of Construction: Graded		<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:

Proposal(s):

Proposed By
District Staff
Iron County

Proposed Designation
Limit

Proposal Comments
Limited to street legal vehicles- no OHVs.
Route included in Iron County Proposal

Maintenance Level: 3 - SUITABLE FOR PASSENGER CARS
Trail Number (if any): 32024

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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Lands / Special Uses	Route not necessary				
Range	Not likely to be needed in foreseeable future				
Vegetation (Timber and Fuels) - Sales and Management	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	Necessary road. Provides access to lookout, helibase, large geographic area; provides a level of safety to public or firefolks				

Special Resources		Yes
<p>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)?</p>		
Resource/Concern	Specifically	
Engineering	Necessary road, long term needed	
Hydrology	Route impacts channels, floodplains, wetlands or riparian areas	
Hydrology	None to low risk to soil & water resources	
Wildlife / Botany	Route has little/no impact on wildlife habitat and/or habitat effectiveness.	
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: 3	
Riparian (MIS)	Proximate (within 1/2 mile)	
Wash	Cross	
Wash	Proximate	
Soils	Route Subject to Erosion Concerns	
Mule Deer (MIS)	High Summer Range	
Wild Turkey (MIS)	High Summer Range	
Engineering: Marathon Loop trailhead		

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

Public Uses				Yes
Does this route contribute to recreational opportunities, route network connectivity, public safety, or other public multi-use access opportunities enumerated in agency Organic laws?				
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"/>	
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"/>	
Fishing	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Hiking	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Motorized Use Generally	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Mountain Biking	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Parking Area / Trailhead	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Trailheads	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Vistas, Sightseeing, Photography	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Wildlife Watching	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
High use (summer or winter); part of summer loop route; part of designated route system; no alternate route to destination or area				
Marathon/ Loop Trailhead				

Route Redundancy		No
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?		
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.