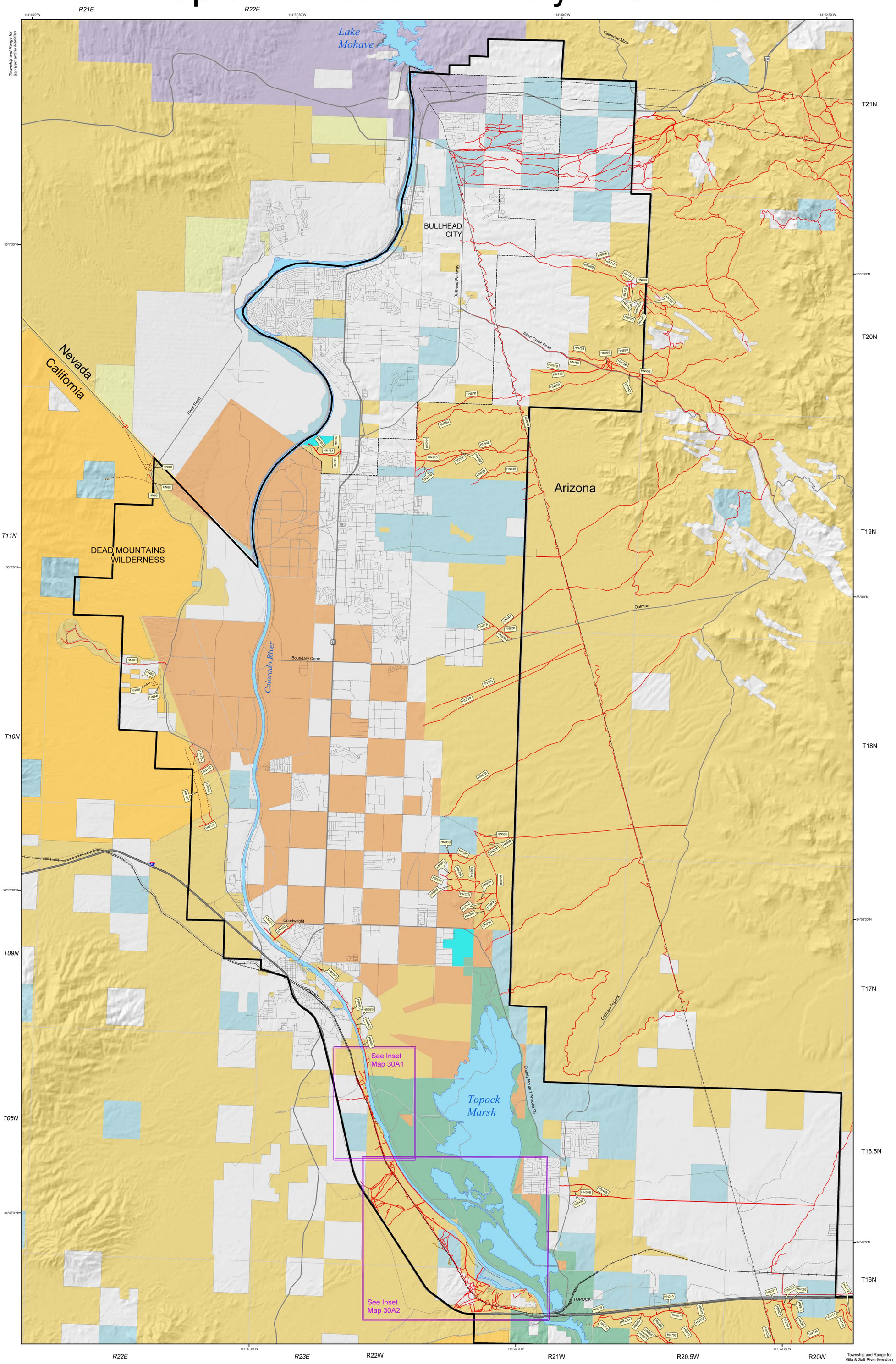
Map 30A
Route Inventory
Bullhead

Map 30A Route Inventory - Bullhead



Legend

Land Status
- Bureau of Land Management
- Bureau of Reclamation
- Indian Lands
- National Park Service
- Private
- State
- State Wildlife Area
- US Fish & Wildlife Service
- Wilderness Area

Highways
- Interstate Highways
- US and State Highways

Roads
- County Road - Paved
- County Road - Unpaved
- Paved Road
- Unpaved Road

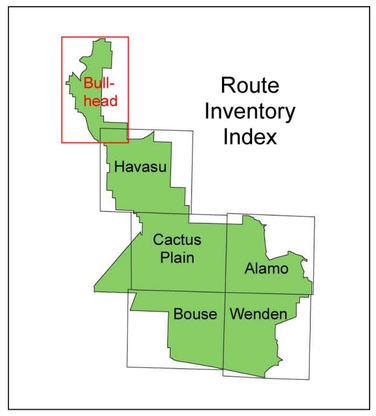
Route Inventory
- Secondary Routes - Paved
- Secondary Routes - Unpaved
- Unpaved Routes
- Single Track Trails
- Non-motorized Trails
- Specialized Vehicle Trails

Other Features
- Lake Havasu Field Office Boundary
- Incorporated City Boundary
- Township Grid
- Powerline
- Railroad
- Lakes and Rivers

LAKE HAVASU FIELD OFFICE
Record of Decision /
Approved Resource Management Plan

U.S. DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT

UNITED STATES DEPARTMENT OF THE INTERIOR
Bureau of Land Management



N

0 0.5 1 2 3 4 5 Miles

1:62,500

The Bureau of Land Management makes no warranties, implied or expressed, with respect to information shown on this map

May 2007

Inventoried routes on public land within the field office boundary are numbered on this map. They currently are not numbered on the ground.

Except only in very specific situations, routes on lands other than public lands were not inventoried. Routes shown on this map, across non-public lands, may or may not be available for use. Check with landowner before accessing.

Map 30A Route Inventory Bullhead Insets 1 - 2

ROUTE INVENTORY MAPS

These six maps are a catalog of the existing routes found on-the-ground when BLM conducted its inventory (between 1990 and 2004):

- Bullhead
- Havasu
- Cactus Plain
- Alamo
- Bouse
- Wenden

This inventory was published as part of the Lake Havasu Field Office, Draft Resource Management Plan/Draft Environmental Impact Statement on September 30, 2005. The maps were revised based on public input during comment periods, and incorporated into the Lake Havasu Field Office Record of Decision/Approved Resource Management Plan.

With the exception of highways, paved roads, and streets within communities, each route has been located using the Global Positioning System (GPS). Each route was confirmed, by one of the following travel methods: foot, horseback, dirt bike, ATV or 4x4 vehicles. An identifying number was assigned to each route for reference.

Maps include routes previous designated "Closed to Motorized Use" in earlier plans, as well as non-motorized trails. Single Track Trails are defined as routes limited to ATV or smaller sized vehicles, bikes, horseback or foot. "Specialized Vehicle Trails" are defined as routes which contain conditions requiring specialized equipment and skills. Although routes appear on this map, it is not implied these routes are available for standard vehicle use, or that the routes are passable and safe to travel.

These maps display existing routes that may be traveled upon in areas identified as "Limited to Existing Roads and Trails" until the Travel Management Network is completed. Shown on these maps is the inventory of routes, from which the Transportation route network will be determined. Routes created after the ROD/Approved RMP, are illegal and will not be considered during the designation process. See below for more information on the designation process.

WHAT COMES NEXT?

BLM has begun the Travel Management Planning process including public meetings starting in winter of 2006/2007. BLM will gather data, issues, and concerns to be used during the analysis of specific routes on public lands.

The Travel Management Network will designate a network of open, closed, or limited routes to provide reasonable, safe, and environmentally sound access to public lands.

The network will include opportunities for a variety of motorized and non-motorized access needs, and will seek to balance them with other resource values found on public lands.

AZ BLM has adopted the Route Evaluation Tree, (first used in BLM's West Mohave Plan), for designating routes and developing a transportation network. A copy of this tree and a list of basic criteria for evaluation can be found in Appendix A in the ROD/Approved RMP.

The Tree applies a standard analytical method to routes found on this inventory to determine whether they should be part of the Travel Management Network and if any limitations are necessary to protect or enhance recreation, cultural, and natural resources.

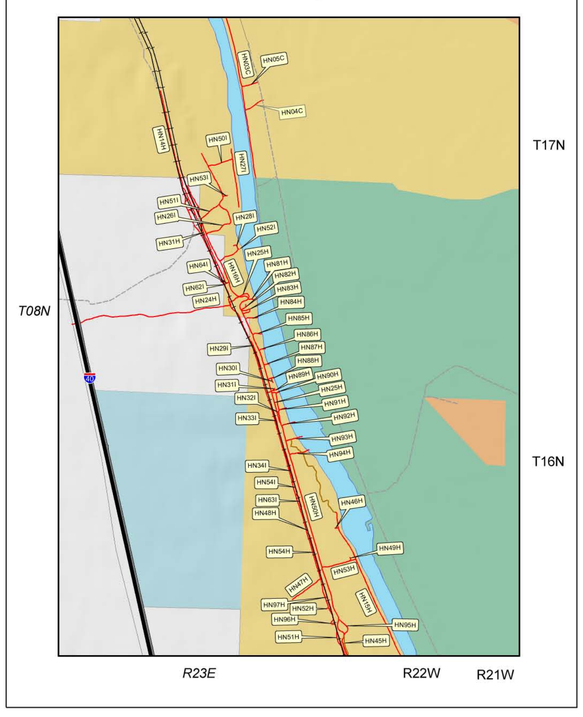
LHFO will systematically evaluate the routes in the six Travel Management Units depicted in these six inventory maps. When the evaluation process is complete for a specific unit, the information will be placed on the internet and at public locations (i.e. libraries) for public review and comment. The draft Travel Management Plan will present at least three alternative networks for each unit. The final Travel Management Plan will designate each route, on this inventory as either Open, Limited or Closed to motorized use. The plan will also identify trails which will be open only to non-motorized use. Six access guides showing the approved travel management network of routes will be published to implement the Travel Management Network. These guides will replace these inventory maps.

WHAT CAN YOU DO?

Become part of the process. Request to be placed on the TMP mailing list; please write or contact:

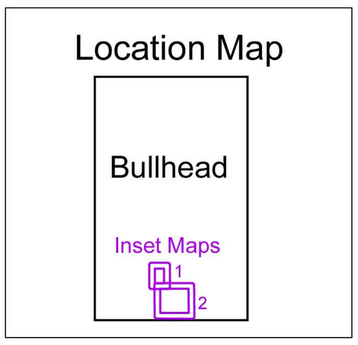
Travel Management Specialist
2610 Sweetwater Avenue
Lake Havasu City, Arizona 86406
(928) 505-1200

Inset Map 1

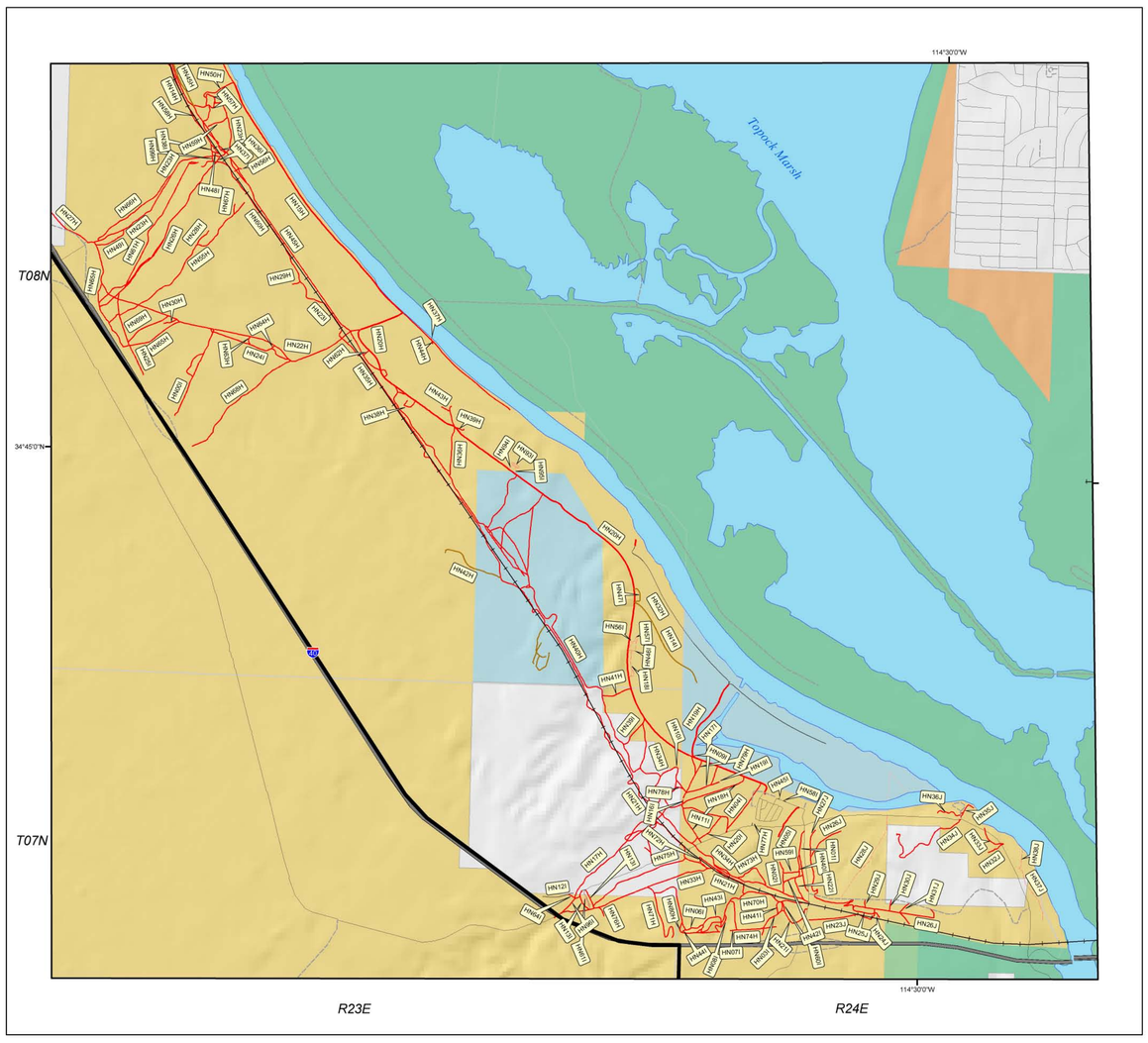


Township and Range for
Gila & Salt River Meridian

Location Map



Township and Range for
San Bernardino Meridian



N

0 0.5 1 2 Miles

1:24,000

Please Note:

BLM makes no warranties, implied or expressed, with respect to information shown on this map. Travel on these routes at your own risk.

Travel in the desert, at any time of year, may be hazardous. Be prepared for the unexpected and emergencies. Never travel alone, tell someone where you are going, and carry plenty of water and emergency supplies. Know your limits, your vehicle's limits, and use your common sense.

Think: "Safety First"

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BLM claims no jurisdiction nor infers authority over routes which are not on federal land. Certain other lands may have been inventoried when connectivity with BLM routes was an issue. Any lawful landowner may control ingress or egress, across his/her lands as per State or local law. The presence of a route on this inventory does not imply legal access.

Inventoried routes on public land within the field office boundary are numbered on these maps.

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May 2007

Legend

Land Status
- Bureau of Land Management
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Route Inventory
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