Bullhead Planning Unit - Travel Management Plan
Map A - No Action Alternative

Bullhead
TMP

Route Designation

Limited to existing roads and trails, as shown on this map

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

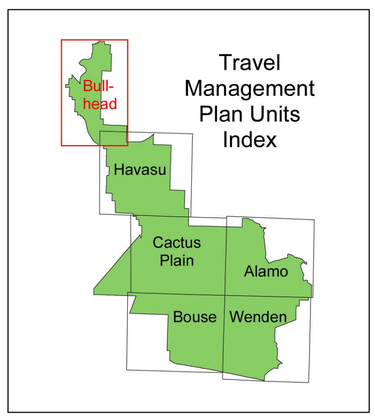
Route Inventory
- Secondary Routes - Paved
- Secondary Routes - Unpaved
- Unpaved Routes
- Single Track Trails
- Non-motorized Trails
- Specialized Vehicle Trails

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

LAKE HAVASU FIELD OFFICE

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

August 2008

Inventoried routes on public land within the field office boundary are numbered on this map. They currently are not numbered on the ground as of 2008.

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.

Bullhead Planning Unit - Travel Management Plan - Insets 1 - 2

Map A - No Action Alternative

ROUTE INVENTORY MAPS

The six maps represent existing routes recorded during the BLM inventory between 1990 and 2006:

1. Bullhead
2. Havasu
3. Cactus Plain
4. Alamo
5. Bouse
6. Wenden

The maps were revised following public input during comment periods and these six maps represent the complete inventory contained in the Lake Havasu Field Office, Record of Decision, Approved Resource Management Plan, May 2007.

With the exception of constructed and maintained 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 methods: foot, horseback, dirt bike, ATV or other 4x4 vehicles. An identifying number is assigned to each route.

Routes shown on these maps merely represent ways of travel at a given time. No presumptions are implied for the reader regarding types of OHV necessary, climate, terrain or other conditions that may affect public safety.

These maps display the inventory of existing routes available for travel and identified as "Limited to Existing Roads and Trails" contingent upon the Travel Management Plan(s) TMP completion. The purpose of the TMP is to use a systematic process of evaluating routes and designate each route open, limited or closed. Routes created after the ROD/Approved RMP, are not legal and are not considered during the TMP/designation process. See below for more information on the designation process.

WHAT COMES NEXT?

BLM began the Travel Management Planning (TMP) process with public meetings in the fall of 2006 for the Bullhead Travel Management Area (TMA). BLM is gathering data, comments, issues and concerns for the analysis of each route.

The Travel Management Network (TMN) will establish a network of open, closed, or limited routes providing reasonable and environmentally sound access to public land. The TMN will include opportunities for a variety of motorized and non-motorized access and seek a balance of the wide spectrum of resource values found on public lands.

AZ BLM has adopted the Route Evaluation Tree (Tree) for designating routes and developing the TMN. The Tree and other basic evaluation criteria can be found in Travel Management, Appendix L in the ROD/Approved RMP.

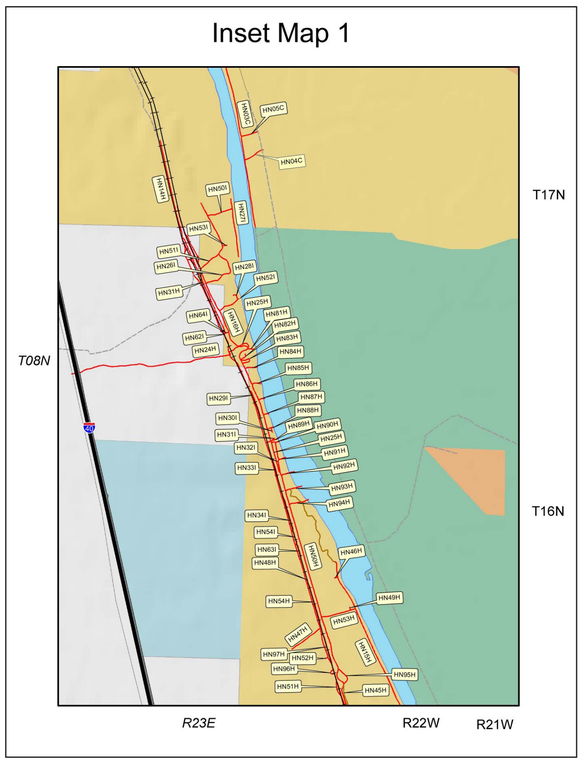
The Tree applies a set, analytical method to all inventoried routes to determine whether they should be part of the Travel Management Network and if any limitations are necessary to protect or enhance recreation, cultural, and/or natural resources.

LHFO will systematically evaluate the routes depicted in the six Travel Management Areas. When the evaluation process is complete for each 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 four alternatives (including the no action) for each unit. The final Travel Management Plan will designate each route as Open, Limited or Closed for motorized use. The plan will also identify routes to be open for non-motorized use. Once all travel management units are completed the six access guides showing the final travel management network will be published to implement the Travel Management Network replacing any previous maps.

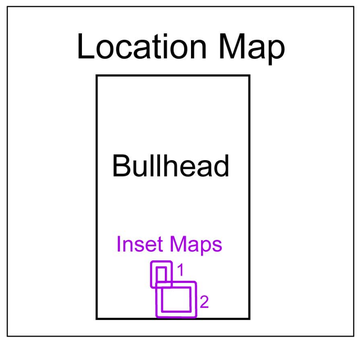
WHAT CAN YOU DO?

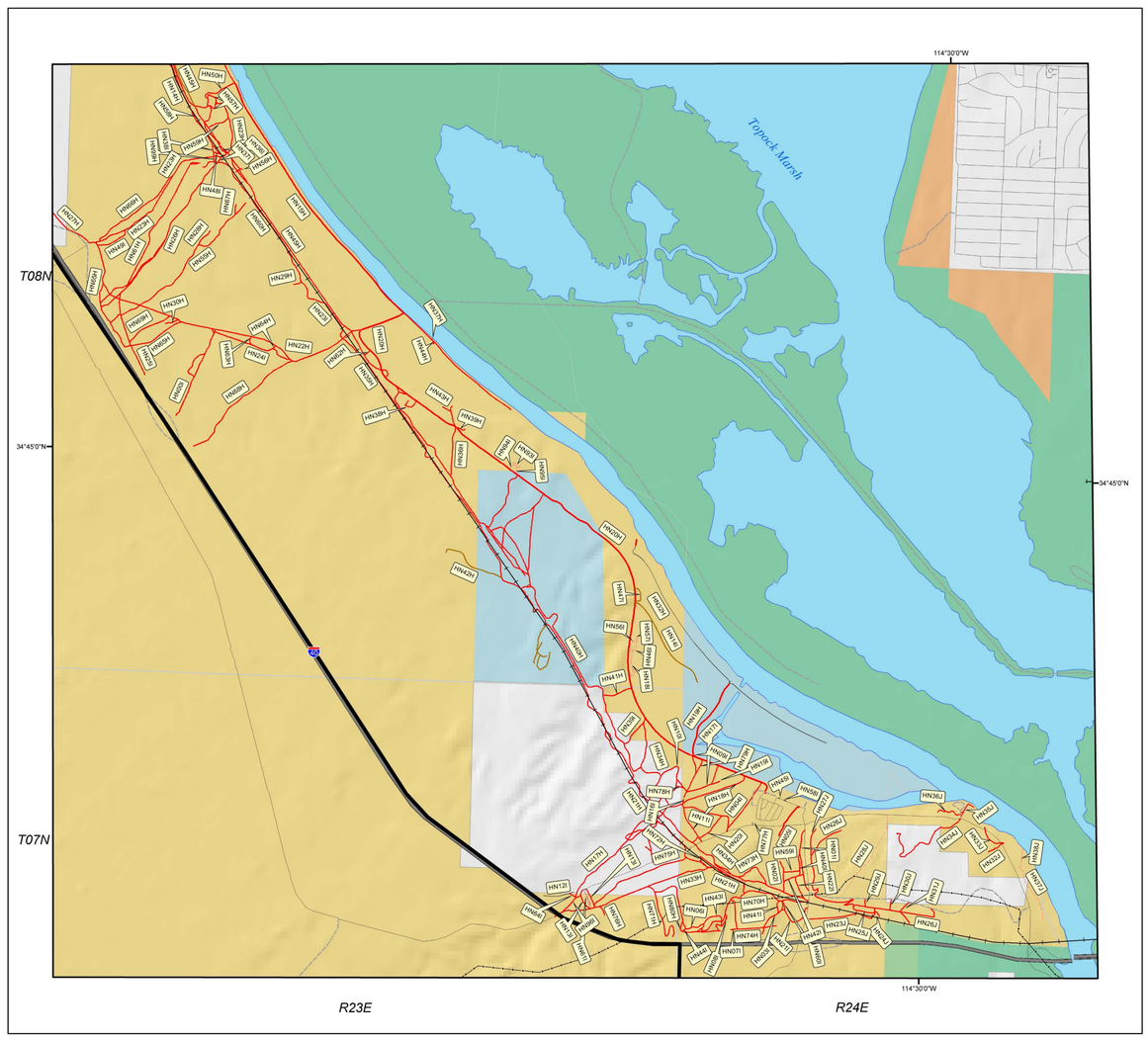
Become part of the process. Request to be placed on the TMP mailing list; please write or contact:

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



Township and Range for
Gila & Salt River Meridian





N

0 0.5 1 2 Miles

1:24,000

Route Designation

Limited to existing roads and trails, as shown on this map

Legend

Land Status
- Bureau of Land Management
- Indian Lands
- Private
- State
- US Fish & Wildlife Service

Highways
- Interstate Highways

Roads
- Paved Road
- Unpaved Road

Route Inventory
- Unpaved Routes
- Single Track Trails
- Specialized Vehicle Trails
- Lake Havasu Field Office Boundary
- Railroad
- Lakes and Rivers

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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United States Department of the Interior

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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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August 2008