Other/Common Name: 30339

PV30339

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

☐ Principal Feeder/Trunk ☐ Connector ☐ Single Track
☒ Other ☐ Loop ☐ Motorcycle Track
☒ Spur ☐ ATV Route Length: 0.0755825 miles
☒ Evidence of Construction: Bituminous ☐ 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: Old Guard Station driveway- keep open.

Maintenance Level: 4 - MODERATE DEGREE OF USER COMFORT

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	Necessary route			
Range	Not likely to be needed in forseeable future			
Vegetation (Timber and Fuels) - Sales and Management	Necessary route, possible haul route, long term needed			
Wildland Fire	Route serves as a main access for firefighting	☒	☐	☐
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			
	Old Guard Station driveway			

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	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	Necessary road, long term needed
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	Necessary road, long term needed
Riparian (MIS)	Proximate (within 1/2 mile)
Soils	Route Subject to Erosion Concerns
Mule Deer (MIS)	Critical Summer Range
Wild Turkey (MIS)	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 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	☒	☐	☐
ATV Use	☒	☐	☐
Christmas Tree Cutting	☐	☐	☒
Equestrian	☐	☒	☐
Hiking	☐	☒	☐
Mountain Biking	☐	☒	☐
Post / Pole Gathering	☐	☐	☒
Vistas, Sightseeing, Photography	☒	☐	☐
Wildlife Watching	☒	☐	☐
High use (summer or winter); part of summer loop route; part of designated route system; no alternate route to destination or 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:

☐ Close ☐ Limit* ☒ Open*

☒ 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.