

Other/Common Name: 30042

PM30042

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

Principal Feeder/Trunk       Connector       Single Track  
 Other       Loop       Motorcycle Track  
     Spur       ATV Route      Length: 1.239402 miles  
 Evidence of Construction: Paved       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**  
District Staff

**Proposed Designation**  
Limit

**Proposal Comments**  
Limited to street legal vehicles- no OHVs.

Maintenance Level: 4 - MODERATE DEGREE OF USER COMFORT  
Township and Range: T.36S R.7W S.8

<b>Official Right-of-Way or Officially-Recognized County or State Route</b>	
Is the route an officially-recognized right-of-way or an officially recognized County or State route?	<b>No</b>

<b>Other Access / Uses</b>	
Does the route provide other commercial or administrative access / uses?	<b>Yes</b>
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?	Yes

<b>Access / Uses</b>		Primary	Secondary	Tertiary
<b>Uses</b>	<b>Specifically</b>			
Administrative Uses	Administrative Site Panguitch Lake Recreation Area	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Commercial Ranching Facility	Fence	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lands / Special Uses	Route provides access for recreation or non-recreation special uses	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lands / Special Uses	Necessary route			
Range	Necessary route, long term needed			
Vegetation (Timber and Fuels) - Sales and Management	Route provides access for future vegetation management projects	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Vegetation (Timber and Fuels) - Sales and Management	Not needed for 20-30 years but leave prism			
Wildland Fire	Provides convenient access only			

**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**

<b>Resource/Concern</b>	<b>Specifically</b>
Engineering	Necessary road, long term needed
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
Riparian (MIS)	Proximate (within 1/2 mile)
Elk (MIS)	High Summer Range
Mule Deer (MIS)	High Summer Range
Raptors	Roosting Bald Eagle winter roosting area.

Engineering: Panguitch Lake North Campground

**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**

<b>Public Use</b>	<b>Primary</b>	<b>Secondary</b>	<b>Tertiary</b>
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"/>
Camping - Developed	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Family Camp/ Group Camp	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Group Picnic	<input checked="" type="checkbox"/>	<input 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			

Recreation: Campground

**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:

<input checked="" type="checkbox"/> Limit Mode of Transportation	
<input type="checkbox"/> Non-Motorized	<input type="checkbox"/> Stock High Clearance Vehicles (Trucks, SUVs)
<input type="checkbox"/> Non-Motorized and Non-Mechanical	<input type="checkbox"/> Stock 4-Wheel Drive Vehicles
<input type="checkbox"/> Pedestrian	<input type="checkbox"/> Stock 4-Wheel Drive / High Clearance Vehicles
<input type="checkbox"/> ATV	<input type="checkbox"/> Modified 4-Wheel Drive Vehicles
<input type="checkbox"/> Motorcycle	<input type="checkbox"/> Equestrian
<input type="checkbox"/> Single Track	<input type="checkbox"/> Mountain Bike
<input checked="" type="checkbox"/> Other: Limited to street legal vehicles- no OHVs.	

\*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.