

**Facilitator(s):** Cam Gale; Tom Folks

**Initial Evaluation Date:** 3/11/2019

**Evaluators:** **Katie Stevens**, Outdoor Recreation Planner  
**Doug Wight**, GIS Specialist

**Jordan Davis**, Assistant Field Manager  
**Lisa Wilkolak**, Realty Specialist  
**Gabe Bissonette**, Aquatic Ecologist  
**Ashley Losey**, Archaeologist  
**Mark Boshell**, Policy Analyst  
**Greg Halliday**, County Council  
**Lori Hunsaker**, Archaeologist

**Bill Stevens**, ORP - Wilderness/WSA/LWC  
**Todd Murdock**, Outdoor Recreation Planner (Permits)  
**David Williams**, Range Conservationist  
**Pam Riddle**, Wildlife Biologist  
**Adam Robison**, Resource Specialist  
**Liz Cresto**, Realty Specialist  
**Bill Jackson**, County Roads  
**David Pals**, Geologist

<b>TMA:</b>	Labyrinth Canyon/Gemini Bridges		
<b>Length:</b> 7.86 mi.	<b>Width:</b> Multi-Lane	<b>Class:</b> Roads	<b>Use Level:</b> High
<b>Route Type(s):</b>	Principal Feeder		
<b>Surface:</b>	Graveled; Bladed		
<b>Origin:</b>	None identified by IDT	<b>Maintained:</b>	Regularly by County
<b>Jurisdictions:</b>	BLM; Private; State Land	<b>Constructed:</b>	None identified by IDT

**Additional Information:** Route designation applies only to those portions of the route located on public lands managed by BLM.

## General Evaluation Questions

<b>Does this route:</b>	
• either wholly or in part, have a right-of-way grant or is it simply an officially-recognized route maintained by a county or another government agency?	<b>YES</b>
• provide commercial, private property, or administrative access, e.g., via permit, ingress/egress rights or other jurisdictional responsibility?	<b>YES</b>
• provide a principal means of connectivity within a Travel Management Area or Management Zone?	<b>YES</b>
• exist as a result of a previous agency land use or implementation-level planning document decision and is managed as a transportation facility asset?	<b>YES</b>
• provide an important linkage between Travel Management Areas or Management Zones?	<b>NO</b>
<b>Does this route provide network connectivity that contributes to recreational opportunities, access to specific recreation sites, public safety, or other public multi-use access opportunities enumerated in agency Organic laws?</b>	
<b>YES</b>	
<b>Might the continued use of this route potentially impact:</b>	
• State or Federal special status species or their habitat?	<b>YES</b>
• cultural or any other specially-protected resources or objects identified in Agency planning documents?	<b>YES</b>
• any special area designations, e.g., National Monuments?	<b>YES</b>
• any other resources of concern?	<b>YES</b>
<b>Can the anticipated potential impacts to the identified resources be avoided, minimized, i.e., reduced to acceptable levels, or be mitigated?</b>	
<b>YES</b>	
<b>Can the commercial, private property, recreation or public uses of this route be adequately met by another route or routes that may minimize impacts to the resources identified as part of this evaluation or that may minimize cumulative effects on various other resources?</b>	
<b>NO</b>	

## Evaluation Information

### Commercial, Administrative, Property and Economics

The following items help to identify the purpose and need of this route. This route provides access to the following facilities and/or jurisdictions for the purpose of carrying out administrative and/or authorized operations or for jurisdictional access.

#### **Primary Access** *(leads directly to the listed jurisdiction or facility, and IS the main route used for access)*

Type	Description
Jurisdictional Access	State Lands or Park Private Lands
Agency Facilities	Monitoring Site Recreation Site
Lease Facilities	R.S. 2477 claim ROW - Road (UTU 57097; UTU 87051) ROW - Gas Pipeline (UTU 83457; UTU 90680; UTU 67323) ROW - Powerline (UTU 10657; UTU 15341) Commercial Rec Permit (SRP) Other Rec Permit (SRP)
Range Facilities	Active Allotment Dam/Reservoir Allotment Fence Pasture Fence Cattleguard Developed Spring Corral Water Haul Site
Mineral Facilities	Oil/Gas Lease Oil/Gas Well/Facility AML Site Mining Claim

#### **Alternate Access** *(leads directly to the listed jurisdiction or facility, but IS NOT the main route used for access)*

Type	Description
None identified by IDT	

#### **Link Access** *(does not lead directly to the listed jurisdiction or facility, but is required to access a primary access route)*

Type	Description
None identified by IDT	

### Recreational Uses

The following items help to identify the purpose and need of this route. This route:

- provides public travel access to the listed recreation sites using the listed travel modes, and/or
- provides for recreational activity and experience opportunities in the area, and/or
- provides important route network connectivity for recreational access between two or more other routes.

#### **Primary Access/Uses** *(main route used to access the destinations or use activities listed)*

Type	Description
Recreation Destination	Jeep Safari Trail System
	Kiosk
	Parking Area - Developed
	Campsite - Designated
Activities	Day Use Area
	Special Recreation Permits
	Wildlife Watching
	Motorcycling
	Jeeping/4-Wheeling
	Scenic Driving
	Camping
	Hunting
Modes of Transportation	4WD Organized Event
	Flatwater Canoe / Float Trips
	Stock 4 Wheel Drive
	Modified 4 Wheel Drive
	UTV/ATV
	Motorcycle
	2WD vehicle

#### **Alternate Access / Secondary Uses** *(used to access the destinations or use activities listed, but not considered the main route)*

Type	Description
None identified by IDT	

#### **Link Access / Infrequent Uses** *(rarely used to access the destinations or use activities listed)*

Type	Description
None identified by IDT	

### Resource and Use Issues

The following items help to identify potential natural and cultural resource issues associated with the location and use of this route. This route is located in, leads to, crosses, or is within a set distance of the following resources or issues.

Resource Type	Description
Biomes	Crosses Blackbrush Crosses Salt Desert Shrub Crosses Dunes Crosses Riparian/Wetlands
Managed Species	In Pronghorn crucial fawning range In Desert bighorn sheep yearlong habitat
Special Status Plants	In Jones cycladenia modeled potential habitat
Cultural Resources	Crosses Ineligible Site Crosses Historic Road
VRM/RSC	In VRM Class III - Partially Retain existing char. In VRM Class IV - Major Modification
Special Management Areas	In SRMA - Special Recreation Management Area In Recreation Management Zone Within 1 Mile of National Historic Trail (Old Spanish National Historic Trail)
Water Resources	Crosses Riparian/Wetland Crosses Intermittent stream
Misc. Resources	In Erosive Soil - High Potential (Wind) In Erosive Soil - Moderate Potential (Wind) Crosses High-Use Filming Location
Resource Issues	In Route Proliferation

*Note: Specific sensitive resources, such as cultural resources, paleontological resources, or threatened or endangered species are not listed in this report for their protection, but were considered during the evaluation of this route.*

### Potential Alternative Route Designations

#### Alternative A (Current Management, No Action Alternative)

##### Area Designation:

Limited to Designated Routes

##### Route Designation:

Open

##### Specific designations by user type:

**OHV Public:** Designation per 43 CFR § 8342.1: Open - The public may use this route by all motorized modes of transportation, year-round.

**Non-motorized Public:** The public may use this route by all non-motorized modes of transportation, year-round.

**Authorized/Permitted Users:** Authorized users may use this route by all modes of transportation, year-round.  
*Additional users may be authorized by the BLM through future authorizations.*

**Administrative/Official Users:** All Federal, State and Local agencies may use this route by all modes of transportation, year-round.

## Alternative B

### Comprehensive Designation:

OPEN

### Specific designations by user type:

**OHV Public:** Designation per 43 CFR § 8342.1: Open - The public may use this route by all motorized modes of transportation, year-round.

**Non-motorized Public:** The public may use this route by all non-motorized modes of transportation, year-round.

**Authorized/Permitted Users:** Authorized users may use this route by all modes of transportation, year-round.  
*Additional users may be authorized by the BLM through future authorizations.*

**Administrative/Official Users:** All Federal, State and Local agencies may use this route by all modes of transportation, year-round.

### Designation Criteria Addressed and Relevant to Route Issues:

- 43 CFR § 8342.1 (a) Areas and trails shall be located to minimize damage to soil, watershed, vegetation, air, or other resources of the public lands, and to prevent impairment of wilderness suitability.
- 43 CFR § 8342.1 (b) Areas and trails shall be located to minimize harassment of wildlife or significant disruption of wildlife habitats. Special attention will be given to protect endangered or threatened species and their habitats.
- 43 CFR § 8342.1 (c) Areas and trails shall be located to minimize conflicts between off-road vehicle use and other existing or proposed recreational uses of the same or neighboring public lands, and to ensure the compatibility of such uses with existing conditions in populated areas, taking into account noise and other factors.

**How Designation Addresses Criteria Above:** Allowing continued use of this route would minimize potential impacts to documented resources by concentrating motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume. Continued use of this route would minimize conflicts among various users of public land by providing access to other public land areas beyond the urban interface, reducing user concentrations and the potential for impacts to documented resources within the urban interface. Allowing continued use of this existing route, which provides the best access to range improvements, would minimize the potential for new disturbances to documented resources from cross-country use or the need for construction of new routes to provide similar access. The route is a County B route on the County Transportation Plan. Per Utah BLM statewide guidance for this type of route, the REP carries forward the existing "Open" designation in all alternatives and the data is used for cumulative effects analysis in the NEPA process for the TMP. Allowing continued use of this existing route, which provides the best access to minerals for maintenance and exploration, would minimize the potential for new disturbances to documented resources from cross-country travel or the need for construction of new routes to provide similar access. This route provides primary access to State and/or private property and its use may or may not minimize potential impacts to documented resources. Allowing continued use of this route would minimize potential impacts to documented resources by concentrating motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume. The ROW associated with this route is the determining document with regard to a designation. The Route Evaluation Process carries forward the ROW decision and the data is used for cumulative effects analysis during the NEPA portion of the development of a Travel Management Plan.

### Designation Criteria Addressed but Not Relevant to Route Issues:

*(no known conflicts among users or no known resource concerns to minimize for)*

- 43 CFR § 8342.1 (d)

## Alternative C

### Comprehensive Designation:

OPEN

### Specific designations by user type:

**OHV Public:** Designation per 43 CFR § 8342.1: Open - The public may use this route by all motorized modes of transportation, year-round.

**Non-motorized Public:** The public may use this route by all non-motorized modes of transportation, year-round.

**Authorized/Permitted Users:** Authorized users may use this route by all modes of transportation, year-round.  
*Additional users may be authorized by the BLM through future authorizations.*

**Administrative/Official Users:** All Federal, State and Local agencies may use this route by all modes of transportation, year-round.

### Designation Criteria Addressed and Relevant to Route Issues:

- 43 CFR § 8342.1 (a) Areas and trails shall be located to minimize damage to soil, watershed, vegetation, air, or other resources of the public lands, and to prevent impairment of wilderness suitability.
- 43 CFR § 8342.1 (b) Areas and trails shall be located to minimize harassment of wildlife or significant disruption of wildlife habitats. Special attention will be given to protect endangered or threatened species and their habitats.
- 43 CFR § 8342.1 (c) Areas and trails shall be located to minimize conflicts between off-road vehicle use and other existing or proposed recreational uses of the same or neighboring public lands, and to ensure the compatibility of such uses with existing conditions in populated areas, taking into account noise and other factors.

**How Designation Addresses Criteria Above:** Allowing continued use of this route would minimize potential impacts to documented resources by concentrating motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume. Continued use of this route would minimize conflicts among various users of public land by providing access to other public land areas beyond the urban interface, reducing user concentrations and the potential for impacts to documented resources within the urban interface. Allowing continued use of this existing route, which provides the best access to range improvements, would minimize the potential for new disturbances to documented resources from cross-country use or the need for construction of new routes to provide similar access. The route is a County B route on the County Transportation Plan. Per Utah BLM statewide guidance for this type of route, the REP carries forward the existing "Open" designation in all alternatives and the data is used for cumulative effects analysis in the NEPA process for the TMP. Allowing continued use of this existing route, which provides the best access to minerals for maintenance and exploration, would minimize the potential for new disturbances to documented resources from cross-country travel or the need for construction of new routes to provide similar access. This route provides primary access to State and/or private property and its use may or may not minimize potential impacts to documented resources. Allowing continued use of this route would minimize potential impacts to documented resources by concentrating motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume. The ROW associated with this route is the determining document with regard to a designation. The Route Evaluation Process carries forward the ROW decision and the data is used for cumulative effects analysis during the NEPA portion of the development of a Travel Management Plan.

### Designation Criteria Addressed but Not Relevant to Route Issues:

*(no known conflicts among users or no known resource concerns to minimize for)*

- 43 CFR § 8342.1 (d)

## Alternative D

### Comprehensive Designation:

OPEN

### Specific designations by user type:

**OHV Public:** Designation per 43 CFR § 8342.1: Open - The public may use this route by all motorized modes of transportation, year-round.

**Non-motorized Public:** The public may use this route by all non-motorized modes of transportation, year-round.

**Authorized/Permitted Users:** Authorized users may use this route by all modes of transportation, year-round.  
*Additional users may be authorized by the BLM through future authorizations.*

**Administrative/Official Users:** All Federal, State and Local agencies may use this route by all modes of transportation, year-round.

### Designation Criteria Addressed and Relevant to Route Issues:

- 43 CFR § 8342.1 (a) Areas and trails shall be located to minimize damage to soil, watershed, vegetation, air, or other resources of the public lands, and to prevent impairment of wilderness suitability.
- 43 CFR § 8342.1 (b) Areas and trails shall be located to minimize harassment of wildlife or significant disruption of wildlife habitats. Special attention will be given to protect endangered or threatened species and their habitats.
- 43 CFR § 8342.1 (c) Areas and trails shall be located to minimize conflicts between off-road vehicle use and other existing or proposed recreational uses of the same or neighboring public lands, and to ensure the compatibility of such uses with existing conditions in populated areas, taking into account noise and other factors.

**How Designation Addresses Criteria Above:** Allowing continued use of this route would minimize potential impacts to documented resources by concentrating motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume. Continued use of this route would minimize conflicts among various users of public land by providing access to other public land areas beyond the urban interface, reducing user concentrations and the potential for impacts to documented resources within the urban interface. Allowing continued use of this existing route, which provides the best access to range improvements, would minimize the potential for new disturbances to documented resources from cross-country use or the need for construction of new routes to provide similar access. The route is a County B route on the County Transportation Plan. Per Utah BLM statewide guidance for this type of route, the REP carries forward the existing "Open" designation in all alternatives and the data is used for cumulative effects analysis in the NEPA process for the TMP. Allowing continued use of this existing route, which provides the best access to minerals for maintenance and exploration, would minimize the potential for new disturbances to documented resources from cross-country travel or the need for construction of new routes to provide similar access. This route provides primary access to State and/or private property and its use may or may not minimize potential impacts to documented resources. Allowing continued use of this route would minimize potential impacts to documented resources by concentrating motorized use (rather than dispersing it) on an alignment capable of accommodating the route's anticipated traffic volume. The ROW associated with this route is the determining document with regard to a designation. The Route Evaluation Process carries forward the ROW decision and the data is used for cumulative effects analysis during the NEPA portion of the development of a Travel Management Plan.

### Designation Criteria Addressed but Not Relevant to Route Issues:

*(no known conflicts among users or no known resource concerns to minimize for)*

- 43 CFR § 8342.1 (d)