

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

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

TMA:	Labyrinth Canyon/Gemini Bridges		
Length: 1.05 mi.	Width: Multi-Lane	Class: Roads	Use Level: Medium
Route Type(s):	Connector; Spur		
Surface:	Graveled; Bladed		
Origin:	None identified by IDT	Maintained:	Regularly by County
Jurisdictions:	BLM	Constructed:	None identified by IDT

Additional Information: None.

General Evaluation Questions

Does this route:	
• 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?	YES
• provide commercial, private property, or administrative access, e.g., via permit, ingress/egress rights or other jurisdictional responsibility?	YES
• provide a principal means of connectivity within a Travel Management Area or Management Zone?	NO
• exist as a result of a previous agency land use or implementation-level planning document decision and is managed as a transportation facility asset?	YES
• provide an important linkage between Travel Management Areas or Management Zones?	NO
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?	
YES	
Might the continued use of this route potentially impact:	
• State or Federal special status species or their habitat?	YES
• cultural or any other specially-protected resources or objects identified in Agency planning documents?	YES
• any special area designations, e.g., National Monuments?	YES
• any other resources of concern?	YES
Can the anticipated potential impacts to the identified resources be avoided, minimized, i.e., reduced to acceptable levels, or be mitigated?	
YES	
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?	
NO	

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
Agency Facilities	Monitoring Site
Lease Facilities	R.S. 2477 claim
	ROW - Road (UTU 57097)
	Commercial Rec Permit (SRP)
	Other Rec Permit (SRP)
Range Facilities	Active Allotment
Mineral Facilities	Mining Claim
	Known Potash Lease Area
	Oil/Gas Lease
	Oil/Gas Well/Facility

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
Activities	Motorcycling
	Jeeping/4-Wheeling
	Scenic Driving
	Photography
	Wildlife Watching
	Hiking
	Hunting
	4WD Organized Event
	Special Recreation Permits
Modes of Transportation	Stock 4 Wheel Drive
	Modified 4 Wheel Drive
	UTV/ATV
	Motorcycle
	Mountain Bike
	By Foot
	2WD vehicle

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

Type	Description
Activities	Equestrian
	Rock Climbing
Modes of Transportation	By Horse/Mule

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	In Salt Desert Shrub
Managed Species	In Desert bighorn sheep yearlong habitat
	Crosses Raptor nest
	Crosses Peregrine falcon nest
Special Status Plants	In Navajo sedge potential geology
VRM/RSC	In VRM Class III - Partially Retain existing char.
Special Management Areas	In SRMA - Special Recreation Management Area
	In Habitat Management Area (Potash Confluence HMA)
Misc. Resources	Crosses Erosive Soil - Moderate Potential (Wind)

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)	
	<p><u>Area Designation:</u> Limited to Designated Routes</p>
	<p><u>Route Designation:</u> Open</p>
	<p><u>Specific designations by user type:</u></p>
	<p>OHV Public: <u>Designation per 43 CFR § 8342.1: Open</u> - The public may use this route by all motorized modes of transportation, year-round.</p>
	<p>Non-motorized Public: The public may use this route by all non-motorized modes of transportation, year-round.</p>
	<p>Authorized/Permitted Users: Authorized users may use this route by all modes of transportation, year-round. <i>Additional users may be authorized by the BLM through future authorizations.</i></p>
	<p>Administrative/Official Users: All Federal, State and Local agencies may use this route by all modes of transportation, year-round.</p>

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. 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. 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 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. 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. By providing a well-designed and constructed route that reduces the inclination to travel off-trail, the potential for damage to wildlife habitats would be minimized. 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.
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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. 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. 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 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. 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. By providing a well-designed and constructed route that reduces the inclination to travel off-trail, the potential for damage to wildlife habitats would be minimized. 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.

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