

Facilitator(s): Cam Gale

Initial Evaluation Date: 5/14/2019

Evaluators: Pam Riddle, Wildlife Biologist
 Ashley Losey, Archaeologist
 Doug Wight, GIS Specialist
 Todd Murdock, Outdoor Recreation Planner (Permits)
 Stephanie McKinney, Assistant Field Office Manager
 Mark Boshell, Policy Analyst
 Bill Stevens, ORP - Wilderness/WSA/LWC

Gabe Bissonette, Aquatic Ecologist
 Greg Halliday, County Council
 David Williams, Range Conservationist
 David Pals, Geologist
 Jonathan Jew, Land law examiner
 Bill Jackson, County Roads
 Katie Stevens, Outdoor Recreation Planner

TMA:	Labyrinth Canyon/Gemini Bridges		
Length: 0.2 mi.	Width: Dual Track	Class: Primitive Roads	Use Level: Low
Route Type(s):	Spur		
Surface:	None identified by IDT	Maintained:	None identified by IDT
Origin:	None identified by IDT	Constructed:	None identified by IDT
Jurisdictions:	BLM		

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?	NO
• 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?	NO
• 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
Lease Facilities	ROW - Gas Pipeline (UTU 67323)
Range Facilities	Active Allotment
Mineral Facilities	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
Activities	Motorcycling Jeeping/4-Wheeling Scenic Driving
Modes of Transportation	Motorcycle UTV/ATV Stock 4 Wheel Drive

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	In Salt Desert Shrub
Managed Species	In Desert bighorn sheep yearlong habitat
	In Pronghorn crucial fawning range
Special Status Plants	In Jones cycladenia modeled potential habitat
VRM/RSC	In VRM Class III - Partially Retain existing char.
Special Management Areas	In SRMA - Special Recreation Management Area
Water Resources	Crosses Ephemeral stream
Misc. Resources	In High-Use Filming Location
	In Erosive Soil - Moderate Potential
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	
	<p>Comprehensive Designation: LIMITED W/ MANAGEMENT</p> <p>Comprehensive Designation Type: This designation limits use of this route to authorized users only.</p> <p>Vehicle limits by user type:</p> <p style="padding-left: 100px;">OHV Public: <u>Designation per 43 CFR § 8342.1: Closed</u> - The public may not use this route by any motorized modes of transportation, year-round.</p> <p style="padding-left: 100px;">Non-motorized Public: The public may use this route by all non-mechanized modes of transportation, year-round.</p> <p style="padding-left: 100px;">Authorized/Permitted Users: Currently authorized users (utility personnel) 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 style="padding-left: 100px;">Administrative/Official Users: All Federal, State and Local agencies may use this route by all modes of transportation, year-round.</p> <p>Designation Criteria Addressed and Relevant to Route Issues:</p> <ul style="list-style-type: none"> • 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. <p>How Designation Addresses Criteria Above: By limiting access on this route to only administrative and/or permitted use, the potential for impacts to documented resources would be reduced, due to lower traffic volume, low speeds and no public motorized use. Continued use of this route with the added application of specific management prescriptions, would minimize potential impacts to documented resources. Limiting motorized access on this route would minimize potential for impacts to wildlife habitats. By limiting motorized access on this route, traffic volume in the area would be reduced, minimizing the potential for harassment of wildlife.</p> <p>Designation Criteria Addressed but Not Relevant to Route Issues: (no known conflicts among users or no known resource concerns to minimize for)</p> <ul style="list-style-type: none"> • 43 CFR § 8342.1 (c) • 43 CFR § 8342.1 (d) <p>Potential Management Actions:</p> <p style="padding-left: 40px;">Maintenance: Signing - Directional</p> <p style="padding-left: 40px;">Mitigation: Signing - Regulatory</p> <p><i>Potential management actions may be incorporated with an overall monitoring strategy that would assess the status and/or integrity of the potentially impacted sensitive resource or resource issues identified as they relate to various external factors, e.g., climate cycles, exotic species introduction, visitor use levels (type, intensity, and season of use), etc. Monitoring data that indicate a decline in resource integrity or reveal methods of mitigation that proved to be unsuccessful would then trigger adaptive and appropriate responses aimed at restoring integrity or successfully mitigating undesirable conditions.</i></p>

Alternative C	
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<i>(no known conflicts among users or no known resource concerns to minimize for)</i>	
<ul style="list-style-type: none"> 43 CFR § 8342.1 (c) 43 CFR § 8342.1 (d) 	
Potential Management Actions:	
Maintenance: Signing - Directional	
Mitigation: Signing - Regulatory	
<i>Potential management actions may be incorporated with an overall monitoring strategy that would assess the status and/or integrity of the potentially impacted sensitive resource or resource issues identified as they relate to various external factors, e.g., climate cycles, exotic species introduction, visitor use levels (type, intensity, and season of use), etc. Monitoring data that indicate a decline in resource integrity or reveal methods of mitigation that proved to be unsuccessful would then trigger adaptive and appropriate responses aimed at restoring integrity or successfully mitigating undesirable conditions.</i>	

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