

**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

<b>TMA:</b>	Labyrinth Canyon/Gemini Bridges		
<b>Length:</b> 5.7 mi.	<b>Width:</b> Dual Track	<b>Class:</b> Primitive Roads	<b>Use Level:</b> Low
<b>Route Type(s):</b>	Spur		
<b>Surface:</b>	None identified by IDT	<b>Maintained:</b>	None identified by IDT
<b>Origin:</b>	None identified by IDT	<b>Constructed:</b>	None identified by IDT
<b>Jurisdictions:</b>	BLM; State Land		

**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>NO</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>NO</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
Lease Facilities	R.S. 2477 claim
	ROW - Powerline (UTU 86672)
Range Facilities	Active Allotment
	Dam/Reservoir
Mineral Facilities	AML Site

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

Type	Description
Jurisdictional Access	State Lands or Park

**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	Stock 4 Wheel Drive
	UTV/ATV
	Motorcycle

**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 Crosses Blackbrush
Managed Species	In Desert bighorn sheep yearlong habitat In Pronghorn crucial fawning range
Special Status Plants	In Jones cycladenia modeled potential habitat
Cultural Resources	Crosses Ineligible Site
VRM/RSC	In VRM Class II - Retain existing character In VRM Class IV - Major Modification
Special Management Areas	In SRMA - Special Recreation Management Area In BHCA - Bird Habitat Conservation Area Crosses Recreation Management Zone
Water Resources	Within 1/4 mile of Major river In, 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

### 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:** This route is important for network connectivity, serving commercial and recreation users in this area. Allowing continued use of this route would minimize potential impacts to documented resources by providing a common access into or across the area on a pre-existing route, reducing the potential for new disturbances from cross-country use or the need for construction of new routes to provide similar access. 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. 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 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. Due to the low traffic volume and speeds expected on this route, allowing its continued use would contribute to minimizing the overall route network's potential for causing undue and unnecessary soil erosion, habitat disruption and/or vegetative damage.

### 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:** This route is important for network connectivity, serving commercial and recreation users in this area. Allowing continued use of this route would minimize potential impacts to documented resources by providing a common access into or across the area on a pre-existing route, reducing the potential for new disturbances from cross-country use or the need for construction of new routes to provide similar access. 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. 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 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. Due to the low traffic volume and speeds expected on this route, allowing its continued use would contribute to minimizing the overall route network's potential for causing undue and unnecessary soil erosion, habitat disruption and/or vegetative damage.

### 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:** This route is important for network connectivity, serving commercial and recreation users in this area. Allowing continued use of this route would minimize potential impacts to documented resources by providing a common access into or across the area on a pre-existing route, reducing the potential for new disturbances from cross-country use or the need for construction of new routes to provide similar access. 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. 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 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. Due to the low traffic volume and speeds expected on this route, allowing its continued use would contribute to minimizing the overall route network's potential for causing undue and unnecessary soil erosion, habitat disruption and/or vegetative damage.

### 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)