

**Facilitator(s):** Cam Gale

**Initial Evaluation Date:** 5/13/2019

**Evaluators:** Pam Riddle, Wildlife Biologist  
 Ashley Losey, Archaeologist  
 Greg Halliday, County Council  
 David Williams, Range Conservationist  
 Todd Murdock, Outdoor Recreation Planner (Permits)  
 David Pals, Geologist  
 Jonathan Jew, Land law examiner

Gabe Bissonette, Aquatic Ecologist  
 Katie Stevens, Outdoor Recreation Planner  
 Doug Wight, GIS Specialist  
 Bill Stevens, ORP - Wilderness/WSA/LWC  
 Bill Jackson, County Roads  
 Bryan Torgerson, Representative  
 Stephanie McKinney, Assistant Field Office Manager

<b>TMA:</b>	Labyrinth Canyon/Gemini Bridges		
<b>Length:</b> 1.24 mi.	<b>Width:</b> UTV/ATV Track	<b>Class:</b> Trails	<b>Use Level:</b> Medium
<b>Route Type(s):</b>	Connector		
<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>NO</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
Range Facilities	Active Allotment
Mineral Facilities	Known Potash Lease Area

**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
Modes of Transportation	Motorcycle
	UTV/ATV

**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 Blackbrush Crosses 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	In Ephemeral stream
Misc. Resources	Crosses Erosive Soil - Moderate Potential Crosses Erosive Soil - High Potential

*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:**

Limited

**Vehicle limits by user type:**

**OHV Public:** Designation per 43 CFR § 8342.1: Limited - Public motorized use is limited to ATVs and single-track vehicles, year-round.

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

**Authorized/Permitted Users:** Currently 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.

<b>Alternative B</b>	
<b><u>Comprehensive Designation:</u></b> LIMITED W/ MANAGEMENT	<b><u>Comprehensive Designation Type:</u></b> This designation limits the modes of transportation that can be utilized by the public on this route.
<b><u>Vehicle limits by user type:</u></b>	<b><u>OHV Public:</u></b> <b><u>Designation per 43 CFR § 8342.1: Limited</u></b> - Public motorized use is limited to ATVs and single-track vehicles, year-round.
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<b><u>Administrative/Official Users:</u></b>	All Federal, State and Local agencies may use this route by all modes of transportation, year-round.
<b><u>Designation Criteria Addressed and Relevant to Route Issues:</u></b>	
<ul style="list-style-type: none"> <li>• 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.</li> <li>• 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.</li> <li>• 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.</li> </ul>	
<b><u>How Designation Addresses Criteria Above:</u></b> By limiting access on this route to only single track use, the potential for impacts to documented resources would be reduced, due to lower traffic volume, low speeds and no public motorized use. Allowing continued use of this route would minimize the potential for impacts to documented resources by providing targeted recreation activity and experience opportunities that reduce or eliminate the inclination for users to travel off-route. 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. By limiting motorized access on this route, traffic volume in the area would be reduced, minimizing the potential for impacts to sensitive plant species. Additionally, the potential for conflicts between users of different vehicle types would be reduced. By limiting vehicle width to 50" wide or less, larger vehicles would be prevented from adding to surface impacts and route widening. Additionally, the potential for conflicts between users of different vehicle types would be reduced.	
<b><u>Designation Criteria Addressed but Not Relevant to Route Issues:</u></b>	
<i>(no known conflicts among users or no known resource concerns to minimize for)</i> <ul style="list-style-type: none"> <li>• 43 CFR § 8342.1 (d)</li> </ul>	
<b><u>Potential Management Actions:</u></b>	
<b>Maintenance:</b> Signing - Directional	
<b>Mitigation:</b> 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>	

Alternative C	
	<p><b>Comprehensive Designation:</b> LIMITED W/ MANAGEMENT</p> <p><b>Comprehensive Designation Type:</b> This designation limits the modes of transportation that can be utilized by the public on this route.</p> <p><b>Vehicle limits by user type:</b></p> <p style="padding-left: 100px;"><b>OHV Public:</b> <b>Designation per 43 CFR § 8342.1: Limited</b> - Public motorized use is limited to ATVs and single-track vehicles, year-round.</p> <p style="padding-left: 100px;"><b>Non-motorized Public:</b> The public may use this route by all non-motorized modes of transportation, year-round.</p> <p style="padding-left: 100px;"><b>Authorized/Permitted Users:</b> Currently 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 style="padding-left: 100px;"><b>Administrative/Official Users:</b> All Federal, State and Local agencies may use this route by all modes of transportation, year-round.</p> <p><b>Designation Criteria Addressed and Relevant to Route Issues:</b></p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• 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.</li> <li>• 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.</li> </ul> <p><b>How Designation Addresses Criteria Above:</b> By limiting access on this route to only single track use, the potential for impacts to documented resources would be reduced, due to lower traffic volume, low speeds and no public motorized use. Allowing continued use of this route would minimize the potential for impacts to documented resources by providing targeted recreation activity and experience opportunities that reduce or eliminate the inclination for users to travel off-route. 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. By limiting motorized access on this route, traffic volume in the area would be reduced, minimizing the potential for impacts to sensitive plant species. Additionally, the potential for conflicts between users of different vehicle types would be reduced. By limiting vehicle width to 50" wide or less, larger vehicles would be prevented from adding to surface impacts and route widening. Additionally, the potential for conflicts between users of different vehicle types would be reduced.</p> <p><b>Designation Criteria Addressed but Not Relevant to Route Issues:</b> (no known conflicts among users or no known resource concerns to minimize for)</p> <ul style="list-style-type: none"> <li>• 43 CFR § 8342.1 (d)</li> </ul> <p><b>Potential Management Actions:</b></p> <p style="padding-left: 20px;"><b>Maintenance:</b> Signing - Directional</p> <p style="padding-left: 20px;"><b>Mitigation:</b> 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>

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