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UNITED STATES  
DEPARTMENT OF THE INTERIOR  
BUREAU OF LAND MANAGEMENT

MANAGEMENT FRAMEWORK PLAN - STEP 1  
ACTIVITY OBJECTIVES

Name (M/P)	Kuna
Activity	Transportation/Support
Objective Number	#1

Objective T-#1:

Provide legal road access over 10 miles of existing roads across state land in support of the recreation, wildlife habitat, and range resource disciplines and to meet the requirements of transportation planning as soon as possible.

Rationale:

The Kuna Transportation Plan includes 13 roads totaling 129 miles of which only 6 roads totaling 52 miles have unrestricted legal access. Within 6 road systems totaling 76 miles, 10 miles cross Idaho state land without permit. The lack of easements or permits to use these road segments implies that travel or maintenance could be restricted at any time by the state. The impacts of the sudden closure of these roads cannot be quantified realistically, but public indignation and disrupted BLM programs would be forces to reckon with. Furthermore, no appropriated money may be spent for road maintenance or construction on state land unless the road is covered by an easement.

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RECOMMENDATION-ANALYSIS-DECISION

Name (MFP)	
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Overlay Reference	
Step 1	Step 3

Recommendation T-1.1:

Evaluate, prioritize, and coordinate road access needs with respect to:

1. Resource management needs
2. Engineering feasibilities (location, costs)
3. Intra-agency and/or other user demands
4. Type of easement, permit, or agreement needed

Rationale:

Because historically BLM has enjoyed relatively unrestricted ingress and egress across existing private roads, little attention has been focused on legal access or engineering standards. Jurisdiction for road control and maintenance responsibility is conveniently uncertain in most instances except dedicated county roads.

Support Needs:

1. Resource specialists and access specialists

Multiple Use Analysis:

Inter-discipline coordination, including engineering input, will lead to the identification and prioritization of specific access needs to interconnect the transportation plan road system while minimizing resource conflicts and maximizing benefits.

Multiple Use Recommendation:

Same as Step 1.

Decision:

Accept M.U. Recommendation.

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Recommendation T-1.2:

On a priority basis immediately commence to survey existing and/or proposed road locations needed for BLM administration and public access and prepare survey plats in accordance with BLM 2130 Manual requirements.

Rationale:

Survey and platting is the first step in the easement acquisition process. This can be a time-consuming step and survey problems commonly delay the easement acquisition process. However, survey notes and easement plats can easily be retained pending the appropriation of money for the steps of appraisal and purchase of easements.

Support Needs:

1. Cadastral survey
2. Operations survey

Multiple Use Analysis:

No resource conflicts identified.

Multiple Use Recommendation:

Same as Step 1.

Decision:

Accept M.U. Recommendation.

Note: Attach additional sheets, if needed

(Instructions on reverse)

Form 1600-21 (April 1975)

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Overlay Reference

Step 1

Step 3

Recommendation T-1.3:

Appraise and purchase easements as surveys are completed and funds become available.

Rationale:

Appraisal and easement purchase must be completed in close sequence to bring the easement acquisition to a successful conclusion.

Support Needs:

1. State Office appraisal staff
2. District access specialist

Multiple Use Analysis:

No conflicts identified.

Multiple Use Recommendation:

Same as Step 1.

Decision:

Accept M.U. Recommendation.

e. Attach additional sheets, if needed

(Instructions on reverse)

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