

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
BURNS DISTRICT OFFICE

CATEGORICAL EXCLUSION ENVIRONMENTAL REVIEW AND APPROVAL

CX Number: DOI-BLM-OR-B050-2014-0012-CX

Date: 02/24 /2014

Subject Function Code: 9113-2

Case File/Serial Number or Name: FY2014 Road Maintenance Files – Gap Ranch Road, BLM Road 7250-00

Preparer: Connie Pettyjohn, Program Analyst in Engineering

Applicant: Bureau of Land Management

Title of Proposed Action: Gap Ranch Road Maintenance

Description of Proposed Action and Project Design Elements (if applicable):

The Proposed Action is to perform road maintenance activities on approximately 10 miles of the Gap Ranch Road, Bureau of Land Management (BLM) Road 7250-00. The road maintenance is needed to provide safe and dependable access for firefighting personnel, agency management specialists and staff, private land owners, and the general public through regular and re-occurring road maintenance that would be performed by the BLM personnel.

The Gap Ranch Road, BLM Road 7250-00, is also known as the Gap Ranch Road by Harney County. There is a current Road Maintenance Exchange Agreement with the Harney County Court for BLM to maintain this road. The Harney County Court, having jurisdiction over the Gap Ranch Road, entered into the Maintenance Agreement with the Burns District on January 16, 1974. The written agreement states, "The Burns District of the Bureau of Land Management agrees to maintain that portion of the Gap Ranch Road beginning on U.S. Highway 20 in Section 31, Township 23 South, Range 25 East, Willamette Meridian, Oregon and running South-westerly a distance of approximately 12 miles to the intersection ... at the North 1/16 corner between Section 20 and 21, Township 25 South, Range 24 East, Willamette Meridian, Oregon. Said maintenance shall be in accordance with criteria established by the Burns District of the Bureau of Land Management." The agreement states it shall be in effect until such time as both parties shall agree to terminate the agreement.

Maintenance of this county road (consisting of aggregate and natural surface) by BLM would be conducted in accordance with the BLM 9100 Engineering Manual Series, Section 9113 Roads. Specifically, the proposed road maintenance would repair and re-establish the road surface and drainage features (crowning, ditches, and culverts) in a manner to mitigate erosion damage. The travel surface would be crowned or sloped as necessary to direct surface water off the road. Ditches, including lead-off ditches on either side, would be cleaned of all sediment accumulations. Intermittent brush removal may occur during the process of re-establishing drainage ditches and road surface crown. Additional roadside brushing would occur where necessary and would consist of removing sagebrush and/or juniper in areas where vegetation is encroaching on the roadsides and ditches, contributing to inadequate drainage. Areas where extensive roadbed erosion has occurred would be graded and reinforced where necessary with fill material consisting of dirt or gravel and would be compacted to prevent future erosion. The proposed road maintenance would provide a road surface that would allow for safe travel and dependable access to BLM and private lands in the area.

Generally, the types of equipment used would include; road grader, dump truck, backhoe, dozer and road compaction equipment. The maintenance work would be completed by the BLM Operations Crew involving 3 to 4 people and would be completed in 10 to 15 days.

Additionally, the proposed maintenance activity would utilize the guidelines within the Low-Volume Roads Engineering Best Management Practices Field Guide, July 2003, as endorsed by USDI-BLM (<http://www.blm.gov/bmp/field%20guide.htm>). "Best Management Practices are a significant tool in the BLM's pursuit of enhancing quality of life for all citizens through balanced stewardship of America's public lands and resources."

Project Design Features would include:

1. **Historic and Cultural Resources:** One historic site is located along the road route and that is Gap Ranch Civilian Conservation Corps Camp which is part of an older portion of the Bill Brown ranch headquarters located just across Highway 20 on private land. Road maintenance would be minimal within Gap Ranch because that section of road was upgraded to gravel surface about 15 years ago. No maintenance activities would be conducted within Gap Ranch without someone on the District Archaeology staff being present during the maintenance activities.

2. Weeds: Equipment involved with the maintenance activity would be cleaned prior to beginning work on the road to minimize the potential of spreading noxious weeds by seeds or other plant parts. Certified weed-free materials would be used as necessary for armoring culverts or stabilizing road surface where erosion is recurrent. Roadsides would be monitored after completion of road maintenance activities to assist with early detection and treatment as necessary to help prevent the spread of noxious weeds.
3. Sage-grouse: BLM Geographic Information System data indicates there is one occupied lek located approximately 1.25 miles from the Gap Ranch-Wagontire Road where it traverses through a Low Density habitat area. Scheduling for the proposed maintenance activities would consider and incorporate applicable recommendations within the Oregon Department of Fish and Wildlife (ODFW) Greater Sage-Grouse Conservation Assessment and Strategy for Oregon, April 22, 2011. Relative to roads, the Strategy states, "Road density nor distances to nearest roads were significant factors in the long-term persistence of sage-grouse across the range (Aldridge et al. 2008). However, localized effects of high volume roads appear to negatively affect habitat use and productivity (Lyon and Anderson 2003, Aldridge and Boyce 2007)."

The Gap Ranch Road qualifies as a low-volume road in accordance with the following two standards: 1) The Low-Volume Roads Engineering Best Management Practices Field Guide, July 2003, as endorsed by United States Department of the Interior-BLM states, "A low-volume road is commonly defined as a road that has an average daily traffic count of less than 400 vehicles per day, and usually has design speeds less than 80 kph (50 mph)."; 2) The ODFW Interim Mitigation Framework for Sage-Grouse Habitats March 20, 2012, defines the Low Traffic volume category as 0-2 vehicles per 24 hours (adapted from Johnson et al. 2000. It also notably states, "The Department considers transmission lines and High and Moderate traffic roads to be significant impacts to sage-grouse..." [Notably Low Traffic roads were not included as a significant impact].

As a conservation precaution and in an effort to avoid potential disturbance of Greater Sage-Grouse, maintenance activities would be planned and/or limited seasonally – outside the dates March 1 to June 15 or as otherwise deemed necessary by the BLM wildlife biologist to avoid potential disturbance – at the point along the road nearest the location of the known "occupied" lek. Seasonal activity consideration would serve to mitigate potential disturbance from the road maintenance activity.

The proposed maintenance activities would also comply with: 1) The National Technical Team Report on National Sage-Grouse Conservation Measures, December 21, 2011, in that no new road construction, realignment, or upgrading of route category is planned for the county road; and 2) BLM IM No. 2012-043, December 27, 2011 in that the route category (road, primitive road, trail) would not change as a result of the proposed maintenance. (Transportation Route category definitions can be found in the BLM Roads and Trails Terminology Report, April 2006.)

While the Proposed Action would result in minimal disturbance to adjacent sagebrush habitat because planned road maintenance activity would be conducted within the existing construction limits of the county road, The Greater Sage-Grouse Conservation Assessment and Strategy for Oregon: A Plan to Maintain and Enhance Populations and Habitat, April 22, 2011 includes the following recommended actions to reduce negative impacts of wildfire and conservation guidelines applicable to the roadside brushing aspect of the Proposed Action; "Consider establishing fire breaks or green-stripping along existing roadways to provide a fuel break and safe zone from which to fight fire. a) Establishing strips no larger than 15 m (50 ft) on either side of the road will provide foraging habitat for grouse and provide >30 m (100 ft) of fuel breaks."

Note: Locations of Greater Sage-Grouse lek(s) were intentionally omitted from the attached map(s) to further protect breeding sage-grouse from unnecessary disturbance.

4. Maintenance and construction activities such as brush clearing, and limbing/removal of trees that include the removal of vegetation, would be conducted outside the dates April 1 to July 15 to avoid disturbance and potential take of breeding/nesting migratory birds (or their nest or eggs).

Legal Description (attach Location Map): Legal description provided above in Proposed Action; see attached Map for proposed road maintenance location.

B. Conformance with Land Use Plan (LUP) (name) Date Approved/Amended:

The Proposed Action is in conformance with the applicable LUP, even though it is not specifically provided for, because it is clearly consistent with the following LUP decision(s) (*objectives, terms, and conditions*):

Three Rivers Record of Decision (ROD)/Resource Management Plan (RMP) September 1992, General Best Forest Management Practices (BFMP)s-Road System Appendix 1, (Appendices 3, 4, 9, 10). " ... BFMPs are taken from the Oregon Statewide Planning Manuals, the Oregon Forest Practice Rules (Oregon Department of Forestry, 1980) and the Guidelines for Stream Protection (Oregon State Game Commission). Generally, BFMP applications were selected to avoid rather than mitigate impacts. In addition, all road standards and designs will correspond to BLM Manual 9113."

BFMPs applicable to the project include; "Design drainage ditches, waterbars, drain dips, culvert placement, etc., in a manner that will disperse runoff and minimize cut-and fill erosion... Design drainage ditches, waterbars, drain dips, culvert placement, etc., in a manner that will disperse runoff and minimize cut-and-fill erosion... Install culverts or drain dips frequently enough to avoid accumulations of water that will cause erosion or road ditches and the area below the culvert and drain dip outlets... When installing culverts and drain dips, avoid changes in channel orientation and place these structures to conform to the natural channel gradient. Design culverts for maximum stream flow (e.g., 25-year discharge). Provide rock or other basin at the outlet of culverts and rock the drain dips if economically feasible...Grade the primary road surfaces as often as necessary to retain the original surface drainage (either insloped or outsloped)... Control roadside brush only to the extent required for good road maintenance and safety."

Three Rivers ROD/RMP September 1992, Summary of Recommended Practices for Stream Protection, Appendix 2, (Appendices 7-10). "Install culverts at crossings of all drainage ways except small streams and seeps which can be safely diverted to ditches. Use culverts with sufficient capacity to carry the largest flow expected. Route the road drainage (whether from culverts, cross drainage or ditches) onto the forest floor, preferably on benches so that sediment can settle out...). Culverts should be properly installed in the stream channel allowing for suitable bed, adequate size, frequency and grade. Inlets and outlets should be protected. Aprons should be installed where needed. Ditches should be adequate depth and side slope to carry all water and to prevent sloughage. Keep roads well crowned ahead of wet weather so they will drain properly and not become waterways. During current operations, roads should be graded and ditched to avoid interruption to drainage from road centers to the ditches. Provide frequent cross-drains...to prevent erosion of road and fill. In using graders to clean out drainage ditches, avoid undercutting the side slopes."

Three Rivers ROD/RMP September 1992, V1.6 (pg.2-53). "Apply approved weed control methods including manual, biological and chemical control methods as identified in the Weed Control Environmental Impact Statements and Burns District Weed Control Environmental Assessment (EA)."

Noxious Weed Management Program EA ROD for the Burns District BLM, OR-020-98-05, 1998

Final Environmental Impact Statement (FEIS)/ROD, Vegetation Treatment Using Herbicides on Bureau of Land Management Lands in 17 Western States, June 2007

FEIS/ROD, Vegetation Treatments Using Herbicides on BLM Lands in Oregon, July 2010

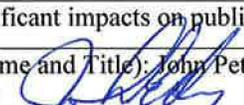
BLM Instruction Memorandum (IM) 2012-043, Greater Sage-Grouse Interim Management Policies and Procedures, December 22, 2011

BLM IM 2012-044, BLM National Greater Sage-Grouse Land Use Planning Strategy, December 27, 2011

BLM Categorical Exclusion Reference (516 DM, Chapter 11, G.1. and G.2.): "G. Transportation. (1) Incorporation of eligible roads and trails in any transportation plan when no new construction or upgrading is needed. (2) Installation of routine signs, markers, culverts, ditches, waterbars, gates, or cattleguards on/or adjacent to roads and trails identified in any land use or transportation plan, or eligible for incorporation in such plan."

DOI Categorical Exclusion Reference (516 DM 2, Appendix 1): 1.7 "Routine and continuing government business, including such things as...maintenance...and replacement activities ..."

Screening for Exceptions: The following extraordinary circumstances (516 DM 2, Appendix 2) may apply to individual actions within the categorical exceptions. The indicated specialist recommends the Proposed Action does *not*:

CATEGORICAL EXCLUSION EXTRAORDINARY CIRCUMSTANCES DOCUMENTATION	
2.1	Have significant impacts on public health or safety.
Specialist (Print Name and Title): John Petty, Safety Officer Signature and Date:  3/12/14	
Rationale: Impact on the public traveling the road while maintenance is taking place. Sign the roadway identifying road maintenance is taking place.	
2.2	Have significant impacts on such natural resources and unique geographic characteristics as historic or cultural resources; park, recreation or refuge lands; wilderness areas; wild or scenic rivers; national natural landmarks; sole or principal drinking water aquifers; prime farmlands; wetlands (Executive Order 11990); flood plains (Executive Order 11988); national monuments; migratory birds; and other ecologically significant or critical areas.
<u>Migratory Birds</u> Specialist (Print Name and Title): Tomas Kamienski, Wildlife Biologist Signature and Date:  2/24/14	

Rationale: Maintenance and construction activities such as brush clearing, and limbing/removal of trees that include the removal of vegetation, would be conducted outside the dates April 1 to July 15 to avoid disturbance and potential take of breeding/nesting migratory birds (or their nest or eggs) as prohibited by the Migratory Bird Treaty Act of 1918, 16 U.S.C. § 701-12. Waivers for these activities may be granted within the specified time frame if a BLM wildlife biologist determines through field verification that migratory birds would not be affected by the duration and disturbance caused by the maintenance activities. Exception waivers should be submitted at least 10 working days prior to the start of the maintenance activities. This would be void if an emergency situation existed that required immediate attention.

Historic and Cultural Resources

Specialist (Print Name and Title): Scott Thomas, District Archaeologist

Signature and Date: *Scott Thomas* 2/25/14

Rationale: Only one historic site is located along the road route and that is Gap Ranch Civilian Conservation Corps Camp which is part of an older portion of the Bill Brown ranch headquarters located just across Highway 20 on private land. Road maintenance would be minimal within Gap Ranch because that section of road was upgraded to gravel surface about 15 years ago. No maintenance activities should be allowed within Gap Ranch without someone on the District Archaeology staff being present during the maintenance activities. Otherwise, no historic or cultural resources are located along the remainder of the road route. Therefore, maintenance activities would not affect historic or cultural sites.

Areas of Critical Environmental Concern (ACEC)/Research Natural Areas (RNA)

Specialist (Print Name and Title): Caryn Burri, Natural Resource Specialist - Botany

Signature and Date: *Caryn Burri* 2.24.14

Rationale: There are no ACEC/RNAs within the proposed road maintenance project area.

Water Resources/Flood Plains

Specialist (Print Name and Title): Lindsay Davies, Fisheries Biologist/Riparian

Signature and Date: *Lindsay Davies* 2/24/2014

Rationale: Impacts to water resources would not be significant. Drainages in the area are ephemeral. Best Management Practices outlined in the Proposed Action would eliminate excessive sedimentation from reaching waterways.

Soils, Biological Soil Crust, Prime Farmlands

Specialist (Print Name and Title): Caryn Burri, Natural Resource Specialist - Botany

Signature and Date: *Caryn Burri* 2.24.14

Rationale: There would be no impacts to soils or biological soil crusts because all maintenance will remain in the allowable road maintenance corridor. Soils and biological soil crusts in the corridor are already compacted and/or disturbed. Biological soil crusts are most likely absent within the main travel corridor. There are no Prime Farmlands within the proposed road maintenance project area.

Recreation/ Visual Resources

Specialist (Print Name and Title): Eric Haakenson, Outdoor Recreation Planner

Signature and Date: *Eric Haakenson* 2-25-14

Rationale: Maintaining these roads also benefits recreation by providing safe and dependable access for visitors.

Wilderness/Wild and Scenic River (WSR) Resources

Specialist (Print Name and Title): Tom Wilcox, Wilderness Specialist

Signature and Date: *Tom Wilcox* 2-24-2014

Rationale: The route is an established boundary used in prior wilderness characteristics inventories. The route maintenance project does not affect any Wilderness, Wilderness Study Area (WSA), WSR, Citizen proposed WSA, or Lands with Wilderness Characteristics since it is a boundary road.

2.3 Have highly controversial environmental effects or involve unresolved conflicts concerning alternative uses of available resources [NEPA Section 102(2) (E)].

Specialist (Print Name and Title): Holly Orr, Planning and Environmental Coordinator

Signature and Date: *Holly Orr* 02/24/2014

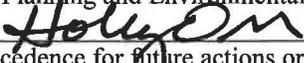
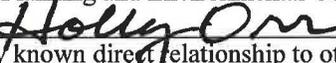
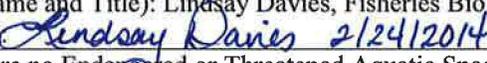
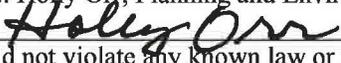
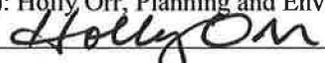
Rationale: There are no highly controversial environmental effects or unresolved conflicts concerning alternative uses of available resources. The road is an existing feature on the landscape; assigned a Maintenance Intensity 3 Maintenance objective. The Proposed Action is to perform routine and continuing maintenance on an existing road.

2.4 Have highly uncertain and potentially significant environmental effects or involve unique or unknown environmental risks.

Specialist (Print Name and Title): Holly Orr, Planning and Environmental Coordinator

Signature and Date: *Holly Orr* 02/24/2014

Rationale: There are no known highly uncertain or potentially significant environment effects or unique or unknown environmental risks. The road is an existing feature on the landscape; assigned a Maintenance Intensity 3 Maintenance objective. The Proposed Action is to perform routine and continuing maintenance on an existing road.

2.5	Establish a precedent for future action or represent a decision in principle about future actions with potentially significant environmental effects.
Specialist (Print Name and Title): Holly Orr, Planning and Environmental Coordinator	
Signature and Date:  02/24/2014	
Rationale: Implementation would not set precedence for future actions or represent a decision in principle about future actions with potentially significant environmental effects. The road is an existing feature on the landscape; assigned a Maintenance Intensity 3 Maintenance objective. The Proposed Action is to perform routine and continuing maintenance on an existing road.	
2.6	Have a direct relationship to other actions with individually insignificant but cumulatively significant environmental effects.
Specialist (Print Name and Title): Holly Orr, Planning and Environmental Coordinator	
Signature and Date:  02/24/2014	
Rationale: Implementation does not have any known direct relationship to other actions with individually insignificant but cumulative significant environmental effects. The road is an existing feature on the landscape; assigned a Maintenance Intensity 3 Maintenance objective. The Proposed Action is to perform routine and continuing maintenance on an existing road.	
2.7	Have significant impacts on properties listed, or eligible for listing, on the <i>National Register of Historic Places</i> as determined by either the bureau or office.
Specialist (Print Name and Title): Scott Thomas, District Archaeologist	
Signature and Date:  2/25/14	
Rationale: Only one <i>National Register</i> eligible site is located along the road route and that is Gap Ranch Civilian Conservation Corps Camp which is part of an older portion of the Bill Brown ranch headquarters located just across Highway 20 on private land. Road maintenance would be minimal within Gap Ranch because that section of road was upgraded to gravel surface about 15 years ago. No maintenance activities should be allowed within Gap Ranch without someone on the District archaeology staff being present during the maintenance activities. Otherwise, no historic or cultural resources are located along the remainder of the road route. Therefore, maintenance activities would not affect historic or cultural sites.	
2.8	Have significant impacts on species listed, or proposed to be listed, on the List of Endangered or Threatened Species, or have significant impacts on designated Critical Habitat for these species.
<u>Endangered or Threatened and Special Status Species-Fauna</u>	
Specialist (Print Name and Title): Tomas Kamienski, Wildlife Biologist	
Signature and Date:  2/24/14	
Rationale: The road is located in Greater Sage-Grouse Preliminary General Habitat as adopted by the BLM from the low density habitat, delineated and classified by the ODFW. The Greater Sage-Grouse has been placed, by the U.S. Fish and Wildlife Service, on the list of species that are candidates for protection under the Endangered Species Act. There are no active leks in the immediate vicinity of the road. Maintenance activities such as brush clearing, limbing/removal of trees that include the removal of vegetation, would be conducted outside the dates of March 1 to June 15 to avoid disturbance of breeding /nesting Greater Sage-Grouse. Waivers for these activities may be granted within the specified time frames if a BLM wildlife biologist determines through field verification that sage-grouse would not be disturbed. Exception waivers should be submitted at least 10 working days prior to the start of the maintenance activities. This would be void if an emergency situation existed that required immediate attention.	
<u>Endangered or Threatened Species-Aquatic</u>	
Specialist (Print Name and Title): Lindsay Davies, Fisheries Biologist/Riparian	
Signature and Date:  2/24/2014	
Rationale: There are no Endangered or Threatened Aquatic Species or Critical Habitat in the Proposed Action area.	
<u>Endangered or Threatened Species-Flora</u>	
Specialist (Print Name and Title): Caryn Burri, Natural Resource Specialist - Botany	
Signature and Date:  2-24-14	
Rationale: There are no documented Endangered or Threatened or Special Status Plant species or designated critical habitat within the proposed road maintenance project area.	
2.9	Violate a Federal law, or a State, local, or tribal law or requirement imposed for the protection of the environment.
Specialist (Print Name and Title): Holly Orr, Planning and Environmental Coordinator	
Signature and Date:  02/24/2014	
Rationale: Implementation would not violate any known law or regulation imposed for the protection of the environment. The road is an existing feature on the landscape; assigned a Maintenance Intensity 3 Maintenance objective. The Proposed Action is to perform routine and continuing maintenance on an existing road.	
2.10	Have a disproportionately high and adverse effect on low income or minority populations (Executive Order 12898).
Specialist (Print Name and Title): Holly Orr, Planning and Environmental Coordinator	
Signature and Date:  02/24/2014	

Rationale: Implementation would not have a disproportionately high or adverse effect on low income or minority populations as such populations do not exist within the project area.

2.11 Limit access to and ceremonial use of Indian sacred sites on Federal lands by Indian religious practitioners or significantly adversely affect the physical integrity of such sacred sites (Executive Order 13007).

Specialist (Print Name and Title): Scott Thomas, District Archaeologist

Signature and Date:  2/25/14

Rationale: Access to or integrity of Indian sacred sites would not be affected by the proposed road maintenance as no Indian sacred sites have been reported within the road prism.

2.12 Contribute to the introduction, continued existence, or spread of noxious weeds or nonnative invasive species known to occur in the area or actions that may promote the introduction, growth, or expansion of the range of such species (Federal Noxious Weed Control Act and Executive Order 13112).

Specialist (Print Name and Title): Lesley Richman, District Weed Coordinator

Signature and Date:  2/25/2014

Rationale: Noxious weeds are known to be present in and in close proximity to this area. Following the Project Design Features identified will limit the potential introduction and spread of noxious weeds. Noxious weeds are currently not present in sufficient quantity to be considered a significant impact at this location.

Additional review (As determined by the Authorized Officer): None

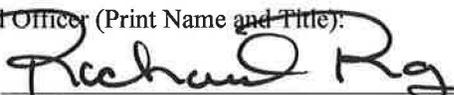
RMP conformance and CX review confirmation:

Specialist (Print Name and Title):

Signature:  Date: 3/12/14
Holly Orr, Planning and Environmental Coordinator

Management Determination: Based upon review of this proposal, I have determined the Proposed Action is in conformance with the LUP, qualifies as a categorical exclusion and does not require further National Environmental Policy Act analysis.

Authorized Officer (Print Name and Title):

Signature:  Date: 3/12/14
Richard Roy, Three Rivers Resource Area Field Manager

Decision: It is my decision to implement the Proposed Action with Project Design Elements as described above.

This Decision may be appealed to the Interior Board of Land Appeals, Office of the Secretary, in accordance with regulations contained in 43 Code of Federal Regulations (CFR), Part 4 and Form 1842-1. If an appeal is filed, your notice of appeal should be mailed to the Burns District Office, 28910 Highway 20 West, Hines, Oregon 97738, within 30 days of receipt of the Decision. The appellant has the burden of showing the Decision appealed is in error.

A copy of the appeal, statement of reasons, and all other supporting documents should also be sent to the Regional Solicitor, Pacific Northwest Region, U.S. Department of the Interior, 805 SW Broadway, Suite 600, Portland, Oregon 97205. If the notice of appeal did not include a statement of reasons for the appeal, it must be sent to the Interior Board of Land Appeals, Office of Hearings and Appeals, 801 North Quincy Street, Arlington, Virginia 22203. It is suggested appeals be sent certified mail, return receipt requested.

Request for Stay

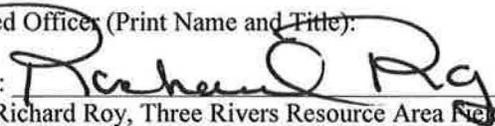
Should you wish to file a motion for stay pending the outcome of an appeal of this Decision, you must show sufficient justification based on the following standards under 43 CFR 4.21:

- The relative harm to the parties if the stay is granted or denied.
- The likelihood of the appellant's success on the merits.
- The likelihood of immediate and irreparable harm if the stay is not granted.
- Whether or not the public interest favors granting the stay.

As noted above, the motion for stay must be filed in the office of the Authorized Officer.

Authorized Officer (Print Name and Title):

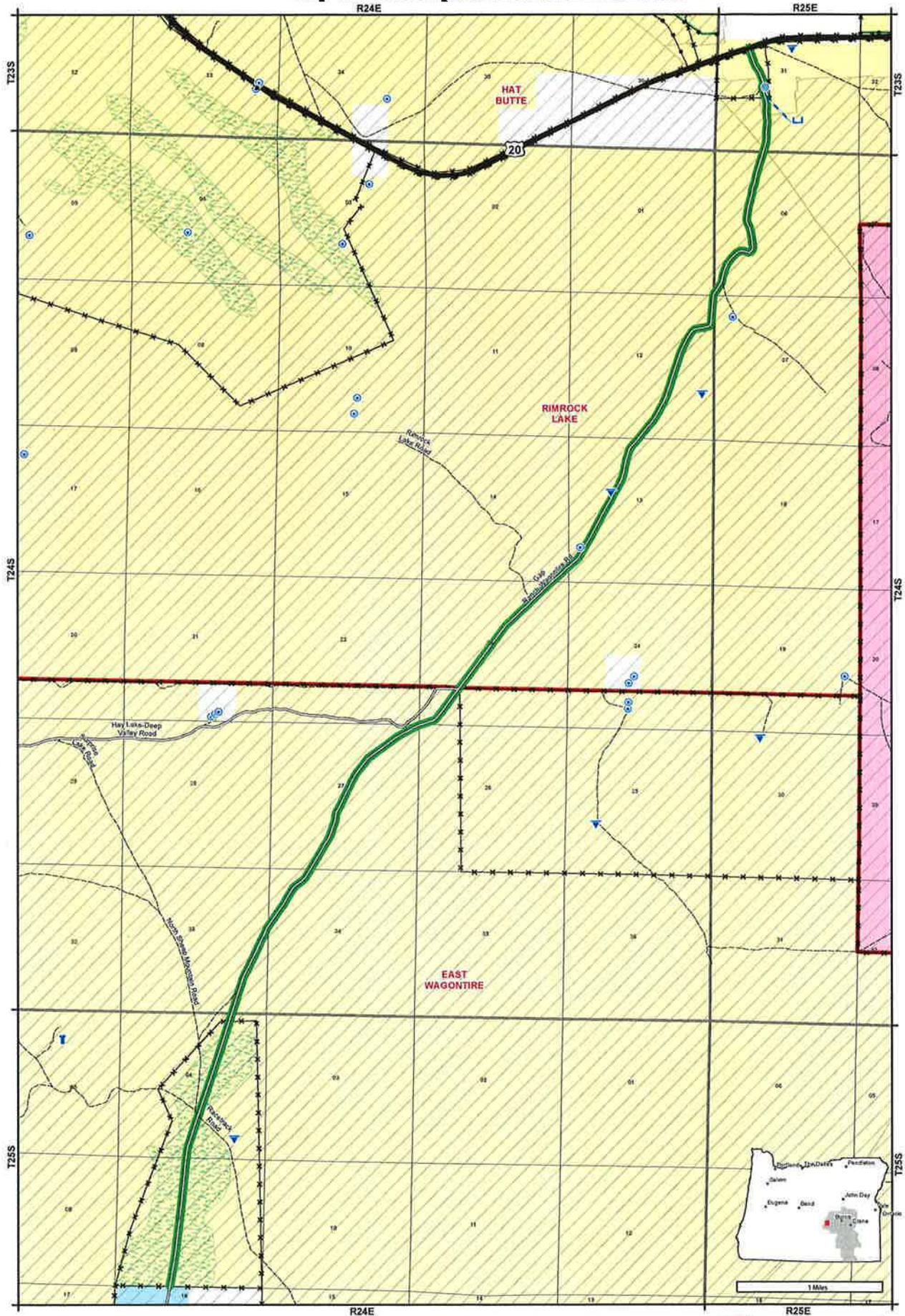
Signature:


Richard Roy, Three Rivers Resource Area Field Manager

Date:



Gap Ranch Proposed Road Maintenance



- Roads Proposed For Maintenance
- Existing Right-of-Way Area
- Existing Right-of-Way Line
- Fences
- Well
- Reservoir
- Waterhole
- Ouzel
- Trough
- Water Pipeline
- Seeding
- Allotments
- Highways
- Non-Paved Improved Road
- Natural/Unknown Road Surface
- Preliminary General Habitat (POH)
- Bureau of Land Management
- State
- Other Federal
- Private/Unknown
- Resource Area Boundary

US DEPARTMENT OF THE INTERIOR
Bureau of Land Management
Bureau District, Oregon

Note: No warranty is made by the Bureau of Land Management as to the accuracy, reliability or completeness of these data for individual or aggregate use with other data. Original data was compiled from various sources and may be updated without notification.

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