

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

**CATEGORICAL EXCLUSION ENVIRONMENTAL REVIEW AND APPROVAL**

**CX Number:** DOI-BLM-OR-B050-2014-0014-CX

**Date:** 5/12/2014

**Subject Function Code:** 9113-2

**Case File/Serial Number or Name:**  
FY2014 Road Maintenance Files

**Preparer:** Connie Pettyjohn, Program Analyst, Engineering

**Applicant:** Bureau of Land  
Management

**Title of Proposed Action:** Wagontire-Riley Area Road Maintenance

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

The Proposed Action is to perform routine maintenance activities on Bureau of Land Management (BLM) roads within the Wagontire and Riley areas of the Three Rivers Resource Management Area.

Maintenance of the roads by the BLM would be conducted in accordance with the Three Rivers Resource Management Plan and the BLM 9100 Engineering Manual Series, Section 9113 Roads. Most of the roads within this Proposed Action consist of onsite natural surface material and would be maintained consistent with assigned maintenance intensity levels which provide the objectives and standards of care for each road. Maintenance would be conducted along segments of approximately 112 miles in the Wagontire area and approximately 47 miles in the Riley area within the following allotments: Rimrock Lake, Roundtop Butte, East Wagontire, East Wagontire Fenced Federal Range, West Wagontire, Capehart Lake, Hat Butte, Sheep Lake-Shields, and Ryegrass. Maintenance activities would remain within the existing construction limits of the roads. No new road construction, realignment, or upgrading of route category is planned for the designated roads.

Specifically, the proposed 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 where necessary to direct surface water off the road. Ditches, including lead-off ditches on either side, would be cleaned of sediment accumulations where needed. Roadside brushing would occur only as needed and would consist of removing brush and/or juniper in areas where overgrown vegetation is encroaching on the roadsides and ditches, contributing to inadequate drainage. Vegetation removal would be accomplished during the process of re-establishing drainage ditches and road surface crown, or through mowing in the areas where no road surface maintenance is necessary. Road segments where extensive 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. Intermittent blading would be conducted along road segments where continuous blading isn't necessary.

The proposed maintenance would provide road surfaces that will ensure safe and dependable access to both BLM and private lands in the area. Maintenance would be conducted along road segments as assigned and prioritized by BLM engineers in coordination with BLM resource and wildlife management specialists. BLM may also conduct maintenance on several road segments crossing private lands pursuant to existing easements or documented agreements with the respective land owner.

Generally, the type 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 3-4 people. It is anticipated that maintenance under this Categorical Exclusion (CX) would be accomplished in multiple stages and each road would be completed in the timeliest and most efficient manner possible with the available staff and funding resources.

The Proposed Action, which would ensure safe and dependable access for firefighting personnel, agency resource management staff, private land owners, outdoor recreationists and other public land users, would occur as repair and maintenance needs are identified during the course of range and resource monitoring and management activities.

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. Weeds: Equipment involved with the maintenance activity would be cleaned prior to beginning work on new road locations to minimize opportunities for 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.
2. Sage-grouse: BLM GIS data indicates there are several occupied leks located in the Wagontire-Riley area. Planning efforts 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 (Strategy), April 22, 2011. Relative to roads, the Strategy states, "Road density nor distance 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 appears to negatively affect habitat use and productivity (Lyon and Anderson 2003, Aldridge and Boyce 2007)."

BLM roads within the Wagontire-Riley area qualify as low-volume roads in accordance with the following two guidance standards: 1) According to the Low-Volume Roads Engineering Best Management Practices Field Guide, July 2003, as endorsed by USDI-BLM, "A low-volume road is commonly defined as a road that has an average daily traffic count (ADT) 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/24 hours (adapted from Johnson et al. 2000). It also 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, any maintenance activities that include the removal of sagebrush would be planned and limited seasonally—outside the dates March 1 to June 15 or as otherwise deemed necessary by the BLM wildlife biologist—for site-specific locations. In the Riley area, maintenance activity is planned along one road in the vicinity of the documented location of an occupied Greater Sage-Grouse lek. Seasonal activity consideration would help mitigate potential disturbance from the proposed road maintenance activity. Maintenance staff would work closely with BLM wildlife biologists to ensure adherence to seasonal restriction recommendations within specifically designated areas.

The proposed maintenance activities would also comply with recommendations from: 1) The BLM 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 designated roads, and; 2) IM No. 2012-043, Greater Sage-Grouse Interim Management Policies and Procedures, December 27, 2011 in that the assigned 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 not affect adjacent sagebrush habitat since planned road maintenance activity would be conducted within the existing construction limit of the roads; 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: Location of Greater Sage-Grouse lek(s) were intentionally omitted from the attached map(s) to further protect breeding sage-grouse from unnecessary disturbance.

3. Migratory Birds: Maintenance and construction activities that include the removal of

encroaching vegetation, such as brush clearing and limbing/removal of trees, 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).

4. If it became necessary for any proposed activity to be completed within the avoidance time frames, an exception waiver request would be submitted at least 10 working days prior to the start of the maintenance activity to allow field verification to be conducted by a BLM wildlife biologist to determine whether migratory birds or breeding /nesting Greater Sage-Grouse would be affected by the duration and disturbance caused by the maintenance activity.
5. Ryegrass Exclosure: Inside the fenced exclosure area, no road maintenance would be conducted within 50 feet of the stream crossing or within the floodplain.

**Legal Description (attach Location Map):** See attached Maps for roads and proposed 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 ROD/RMP, September 1992, General Best Forest Management Practices-Road System Appendix 1, (Appendices 3, 4, 9, 10).** " ... Best Forest Management Practices (BFMP) 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. 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 outlet. 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 EISs and Burns District Weed Control EA."

**Noxious Weed Management Program Environmental Assessment (EA) Decision Record (DR) 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**

**Greater Sage-Grouse Conservation Assessment and Strategy for Oregon (Hagen 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 |  |
|---|--|
| <b>2.1</b>  | Have significant impacts on public health or safety. |
| Specialist (Print Name and Title): John Petty, Safety Officer   |  |

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| Signature and Date: <i>J. Kelly 5/19/14</i>  |
| Rationale: Sign road during maintenance activity to warn the public of equipment in the roadway.   |
| <b>2.2</b> 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><br>Specialist (Print Name and Title): Tomas Kamienski, Wildlife Biologist<br>Signature and Date: <i>T. Kamienski 5/22/14</i>  |
| Rationale: Maintenance and construction activities involving removal of vegetation such as brush/shrub clearing and limbing/removal of trees, 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 (MBTA) 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. |
| <u>Historic and Cultural Resources</u><br>Specialist (Print Name and Title): Scott Thomas, District Archaeologist<br>Signature and Date: <i>Scott Thomas 5-22-14</i>   |
| Rationale: The proposed road maintenance will not affect historic or cultural resources because it is limited to the existing roadway and drainage features. The maintenance will occur in previously disturbed areas and will not require a cultural resources survey because it is exempted under Appendix E of the Oregon BLM – SHPO protocol, adopted in 1997.   |
| <u>Areas of Critical Environmental Concern/Research Natural Areas</u><br>Specialist (Print Name and Title): Caryn Burri, NRS - Botany<br>Signature and Date: <i>Caryn Burri 5-19-14</i>  |
| Rationale: There are no Area of Critical Environmental Concern (ACEC)/Resource Natural Area (RNA)s within the proposed road maintenance project areas.   |
| <u>Water Resources/Flood Plains</u><br>Specialist (Print Name and Title): Lindsay Davies, Fish Biologist/Riparian<br>Signature and Date: <i>Lindsay Davies 5/19/2014</i>   |
| Rationale: Road maintenance would not occur within any riparian areas or cross any perennial or intermittent streams.  |
| <u>Soils, Biological Soil Crust, Prime Farmlands</u><br>Specialist (Print Name and Title): Caryn Burri, NRS - Botany<br>Signature and Date: <i>Caryn Burri 5-19-14</i>   |
| Rationale: Because all maintenance activities will occur within the current allotted road maintenance width, no new impacts to soils or biological soil crusts would occur. Maintenance performed for the intention of preventing erosion will protect soils and biological soil crusts outside the road maintenance corridor by preventing runoff and overland flow outside   |

designated areas. 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: *E Haakenson* 5/22/2014

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

The project falls within Visual Resource Management (VRM) Class III and IV. There would be no effect to VRM Classes.

Wilderness/Wild and Scenic River Resources

Specialist (Print Name and Title): Tom Wilcox, Outdoor Recreation Planner

Signature and Date: *T Wilcox* 5/22/2014

Rationale: The proposed projects do not occur within any wilderness, Wilderness Study Area (WSA), Wild and Scenic River (WSR) or Lands with Wilderness Characteristics.

**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* 5/27/2014

Rationale: There are no highly controversial environmental effects or unresolved conflicts concerning alternative uses of available resources. The roads are an existing feature on the landscape. The Proposed Action is to perform routine and continuing maintenance on existing roads.

**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* 5/27/2014

Rationale: There are no known highly uncertain or potentially significant environmental effects or unique or unknown environmental risks. The roads are an existing feature on the landscape. The Proposed Action is to perform routine and continuing maintenance on existing roads.

**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: *Holly Orr* 5/27/2014

Rationale: Implementation would not set precedence for future actions or represent a decision in principle about future actions with potentially significant environmental effects. The roads are an existing feature on the landscape. The Proposed Action is to perform routine and continuing maintenance on existing roads.

**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: *Holly Orr* 5/27/2014

Rationale: Implementation does not have any known direct relationship to other actions with individually insignificant but cumulative significant environmental effects. The roads are an existing feature on the landscape. The Proposed Action is to perform routine and continuing maintenance on existing roads.

**2.7** Have significant impacts on properties listed, or eligible for listing, on the *National Register of Historic Places* as determined by either the bureau or office.

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

Signature and Date: *Scott Thomas* 5-22-14

Rationale: The proposed road maintenance will not affect *National Register* listed or eligible properties because it is limited to the existing roadway and drainage features. The maintenance will occur in previously disturbed areas and will not require a cultural resources survey because it is exempted under Appendix E of the Oregon BLM – SHPO protocol, adopted in 1997.

**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.

Endangered or Threatened Species-Fauna

Specialist (Print Name and Title): Tomas Kamienski, Wildlife Biologist

Signature and Date: *Tomas Kamienski* 5/22/14

Rationale: There are no known Threatened or Endangered (T&E) species or Designated Critical Habitat in the area around the project area, and none would be affected off-site by the maintenance activity. Majority (97%) of the roads proposed for maintenance activities are located in Greater Sage Grouse Preliminary General Habitat (PGH), which encompasses Low Density Habitat. Approximately 3% of the roads are located in Preliminary Priority Habitat (PPH) also known as Core Habitat as delineated and classified by the ODFW. The Greater Sage Grouse has been placed, by the U.S. Fish and Wildlife Service (USFWS), on the list of species that are candidates for protection under the Threatened and Endangered Species Act. There is one active lek in the vicinity of the roads proposed for maintenance activities. The “Mayo To Dry Lake” road and the “Rye Grass Spur” road, located in Sections 14, 15, 23, Township 22 S., Range 25 E., should have no maintenance activities conducted during March 1 to May 1 unless conducted after 10:00 a.m. to avoid disturbance to strutting sage-grouse. Maintenance activities involving removing vegetation, such as brush/shrub clearing, limbing/removal of trees 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.

Endangered or Threatened Species-Aquatic

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

Signature and Date:

Rationale: There are no aquatic T&E species or critical habitat within any of the watershed proposed for maintenance. *Lindsay Davies* 5/19/2014

Endangered or Threatened Species-Flora

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

Signature and Date: *Caryn Burri* 5-19-14

Rationale: There are no T&E plant species within the proposed road maintenance project area. There are, however, a Bureau Special Status Species, *Astragalus tegetarioides* (ASTE4, Deschutes milkvetch) populations located along two different sections of the Rye Grass Spur Road. These sections of these roads will need to be flagged prior to maintenance being

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| <p>conducted and all work must stay in the footprint of the current road maintenance width. Brush beating in these areas should be avoided if doing so will not cause unsafe driving conditions. Road maintenance will not trend this species toward listing as it is relatively abundant in this location and others along the BLM/Forest Service boundary.</p> |
| <p><b>2.9</b> Violate a Federal law, or a State, local, or tribal law or requirement imposed for the protection of the environment.</p>  |
| <p>Specialist (Print Name and Title): Holly Orr, Planning and Environmental Coordinator<br/>Signature and Date: <u>Holly Orr</u> <u>5/27/2014</u></p>  |
| <p>Rationale: Implementation would not violate any known law or regulation imposed for the protection of the environment. The roads are an existing feature on the landscape. The Proposed Action is to perform routine and continuing maintenance on existing roads.</p>  |
| <p><b>2.10</b> Have a disproportionately high and adverse effect on low income or minority populations (Executive Order 12898).</p>  |
| <p>Specialist (Print Name and Title): Holly Orr, Planning and Environmental Coordinator<br/>Signature and Date: <u>Holly Orr</u> <u>5/27/2014</u></p>  |
| <p>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.</p>  |
| <p><b>2.11</b> 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).</p>   |
| <p>Specialist (Print Name and Title): Scott Thomas, District Archaeologist<br/>Signature and Date: <u>Scott Thomas</u> <u>5-22-14</u></p>  |
| <p>Rationale: The proposed maintenance will not affect the integrity of or access to Indian sacred sites. No known sacred sites are known to occur in the two maintenance zones.</p>   |
| <p><b>2.12</b> 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).</p>  |
| <p>Specialist (Print Name and Title): Lesley Richman, District Weed Coordinator<br/>Signature and Date: <u>Lesley Richman</u> <u>5-22-14</u></p>   |
| <p>Rationale: Noxious weeds are known to be present in or in close proximity to this area. Treatments are on-going. The weeds are currently not present in sufficient quantity to be considered a significant impact at this location.</p>   |

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

**RMP conformance and CX review confirmation:**

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

Signature: Holly Orr Date: 5/27/2014

**Management Determination:** Based upon review of this proposal, I have determined the Proposed Action is in conformance with the LUP, qualifies as a CX and does not require further NEPA analysis.

Authorized Officer (Print Name and Title): Rick Roy, Three Rivers Field Manager

Signature: Richard Roy Date: 5/28/14

**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 (IBLA), 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:

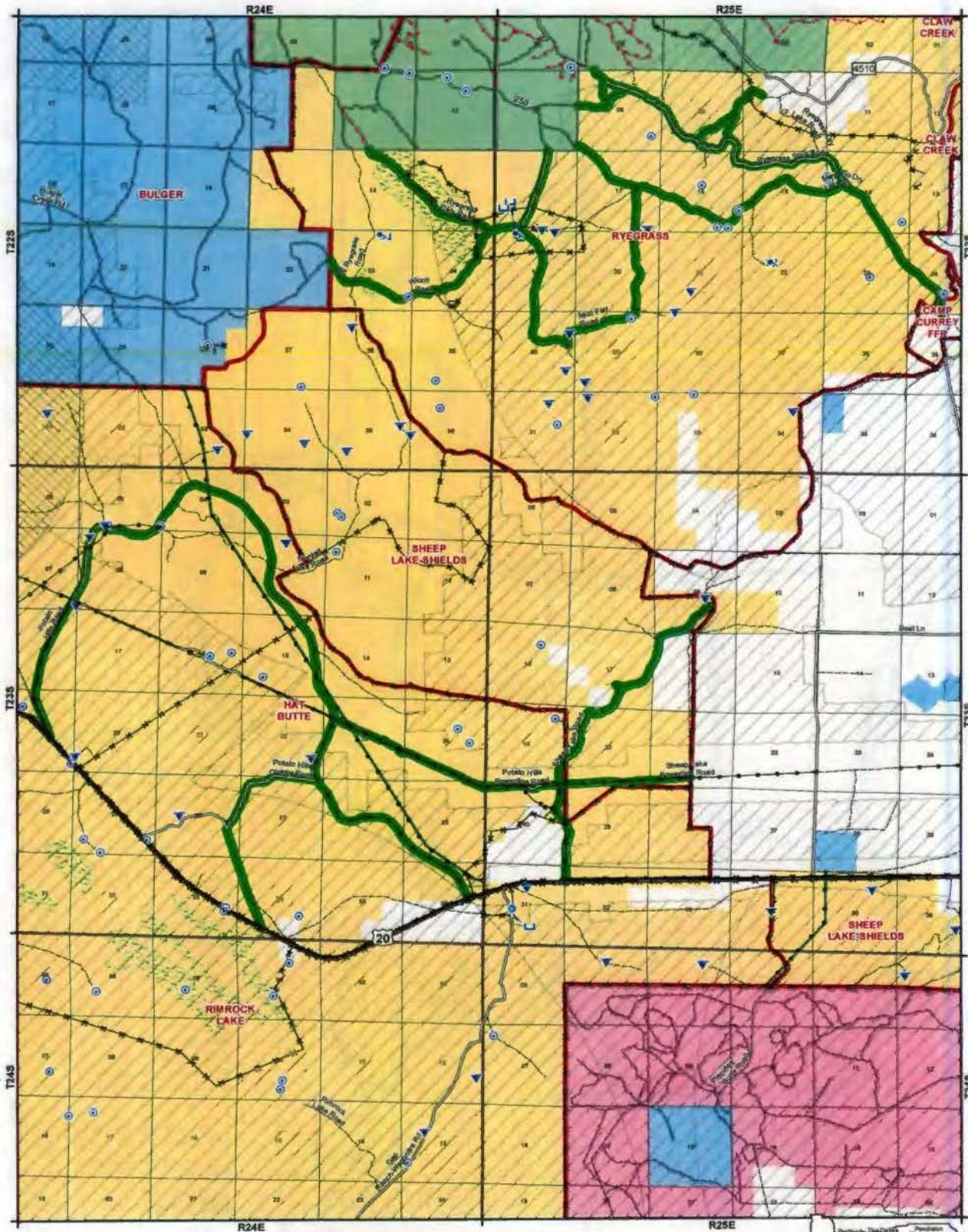
- The relative harm to the parties if the stay is granted or denied.
- The likelihood of the appellant's success on the merits.
- The likelihood of immediate and irreparable harm if the stay is not granted.
- Whether or not the public interest favors granting the stay.

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

Authorized Officer (Print Name and Title): Richard Roy, Three Rivers Field Manager

Signature: Richard Roy Date: 5/28/14

# Wagontire-Riley Proposed Road Maintenance (Riley Area)



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|--------------------------------|--------------------|------------------------------|------------------------------------|
| Roads Proposed For Maintenance | Well               | Allotments                   | Preliminary General Habitat (PGH)  |
| Existing Right-of-Way Area     | Reservoir          | Highways                     | Preliminary Priority Habitat (PPH) |
| Existing Right-of-Way Line     | Waterhole          | Non-Paved Improved Road      | Bureau of Land Management          |
| Fences                         | Spring Development | Natural/Unknown Road Surface | U.S. Forest Service                |
|                                | Trough             | Closed Roads                 | State                              |
|                                | Water Pipeline     |                              | Other Federal                      |
| Seeding                        |                    |                              | Private/Unknown                    |
|                                |                    |                              | Resource Area Boundary             |



U.S. DEPARTMENT OF THE INTERIOR  
 Bureau of Land Management  
 Boise District, Oregon  
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# Wagontire-Riley Proposed Road Maintenance (Wagontire Area)

