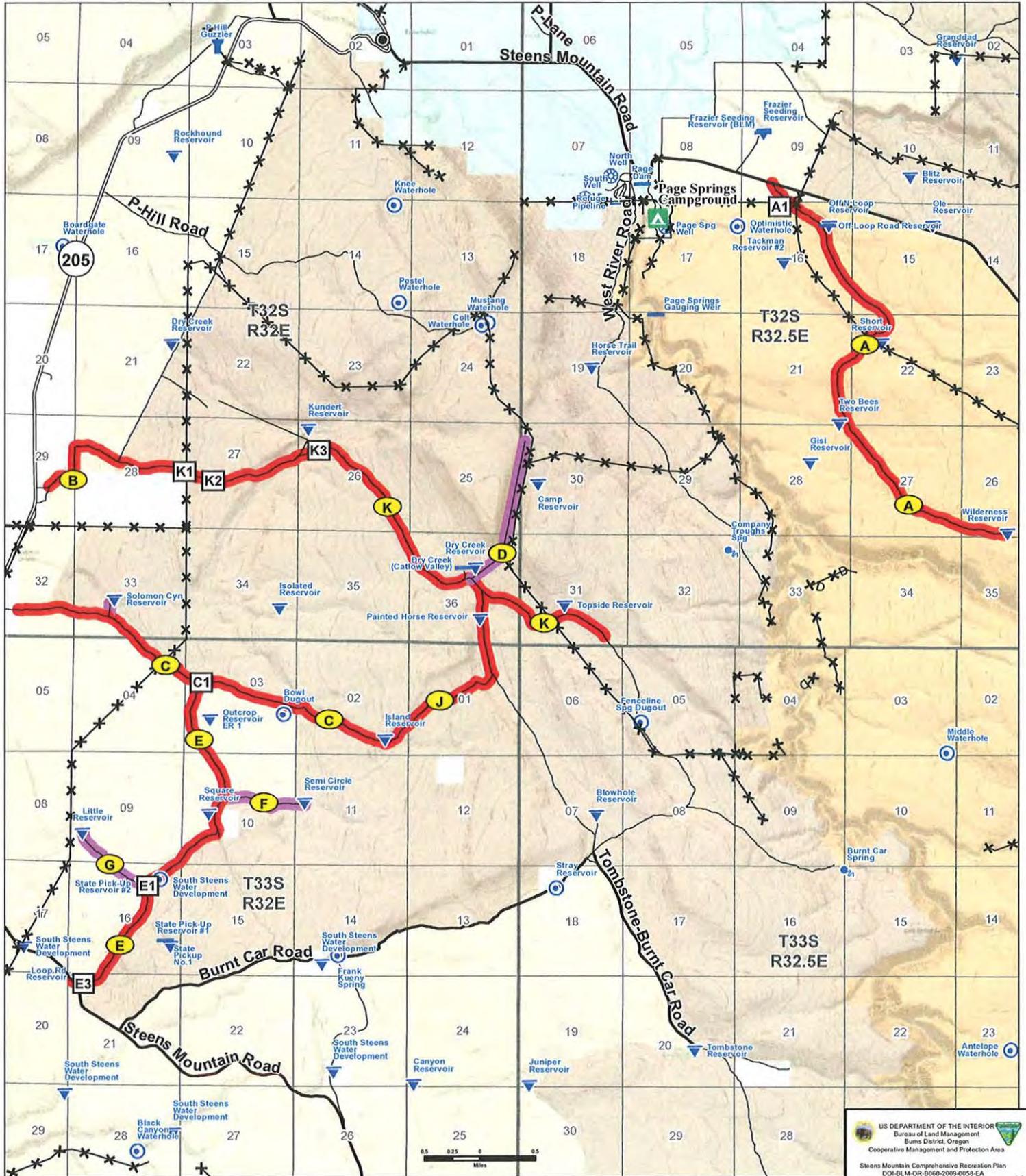


Photo Points Route Analysis

CRP-7 Alternative E-Map 2



- [] Photo Point Locations
- Direct Road Closure
- Indirect Road Closure

- ✕ Fence
- ✕ Drift Fence
- Non-Paved Improved Road
- Natural/Unknown Road Surface
- ⊕ Well-Water
- ⊕ Reservoir
- ⊕ Waterhole
- ⊕ Spring Development
- ⊕ Guzzler
- ⊕ Trough
- ⊕ Dam (barrier across a watercourse)
- ⊕ Existing Campground

- Steens Mtn Wilderness
- Wilderness Study Area
- Bureau of Land Management
- U.S. Fish and Wildlife Service
- State
- Private

US DEPARTMENT OF THE INTERIOR
Bureau of Land Management
Bums District, Oregon
Cooperative Management and Protection Area

Steens Mountain Comprehensive Recreation Plan
DOI-BLM-OR-B060-2009-0055-EA
AIE-B-11_Map2_RAF-CRP-7_PhotoPoints_3/3/2014

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.

The BLM placed developments on the map to illustrate their vicinity but not their exact location. The agency will use best practices to determine specific on-the-ground locations of proposed site developments and trails.

ROUTE ANALYSIS FORM CRP-7
For ONDA's Proposed CRP Alternative

Map Referenced: Alt E Map 2

Proposed Route Closures

Segments/Road Name	Legal
A. East Fish Creek Rd	T.32S., R.32.5E., Sec 9, 15, 16, 21, 22, 26, 27, 28.
B. Dry Creek Rd	T.32S., R.32E., Sec 28, 29.
C. unnamed segment	T.32S., R.32E., Sec 32, 33; T.33S., R.32E., Sec 3, 4.
E. unnamed segment	T.33S., R.32E., Sec 3, 9, 10, 16, 21.
J. way	T.32S., R.32E., Sec 36; T.33S., R.32E., Sec 1, 2.
K. way	T.32S., R.32E., Sec 36; T.32S., R.32.5E., Sec 31; T.33S., R.32.5E., Sec 6.

Indirect Route Closures

Segments/Road Name	Legal
D. unnamed segment	T.32S., R.32E., Sec 25, 36; T.32S., R.32.5E., Sec 30.
F. unnamed segment	T.33S., R.32E., Sec 10, 11.
G. unnamed segment	T.33S., R.32E., Sec 9, 16.
H. Cross Country Route	T.32S., R.32E., Sec 12, 13. T.32S., R.32.5E., Sec 18.
I. unnamed segment	T.32S., R.32E., Sec 33.

- 1) Is a right-of-way or easement associated with the road? Y/N__Y__**
a) If yes, what is the right-of-way or easement serial number: OR 56173PT easement on T.33S., R.32E., sec 10.

2) What is the primary purpose of the roads?

- a) *Does it facilitate travel, recreation (e.g. hunting, horseback riding, camp site), or other access? Explain(type)*

The East Fish Creek Rd (A) exceptional motorized recreational opportunities (OHVing, hunting: antelope, deer) wild horse viewing, dispersed motorized camping. This area is a well-traveled by motorized vehicles, especially during the deer and antelope seasons.

The other routes are a mixture of roads and ways. All of the ways are within the within the Blitzen River WSA. These routes are utilized for grazing management (monitoring: utilization, supervision) wild horse management and recreation.

During the late spring/early summer months the routes provide exceptional motorized recreation opportunities for site seeing, wild horse viewing, dispersed motorized camping.

July 13, 2011

The routes are well-traveled by motorized vehicles, especially during the deer and antelope seasons.

Also, segment A is the only route into the Tombstone Pasture. Segment I is the only access into the north end of the Hollywood Field. Segment K is the only access into the west upper River Pasture. Along with certain segments provide access to private lands.

- b) Does it provide access to a communication site, power line, or other ROW permits?*
- c) Does it provide access to a range improvement or pasture? Explain*

<u>Segments</u>	<u>Range Improvements</u>
A	Off N Loop Reservoir Optimistic Waterhole Tackman Reservoir #2 Short Reservoir Two Bees Reservoir Gisi Reservoir Wilderness Reservoir
C	Bowl Dugout Island Reservoir
D	Dry Creek Reservoir Camp Reservoir
E	State Pick-up Reservoir #1 South Steens Water Development State Pick-Up Reservoir #2 Square Reservoir Outcrop Reservoir Er 1
F	Semi Circle Reservoir
G	Little Reservoir
I	Solomon Cyn Reservoir
J	Island Reservoir Painted Horse
K	Kundert Reservoir Topside Reservoir Fenceline Spring Dugout

- d) Does it provide reasonable access to private land or private interests in lands? Explain*

The routes provide direct access to private lands.

- e) Does it provide access to existing weed sites or suspected areas and trend or other monitoring locations? Explain*

Use supervision, monitoring points, trend plots, utilization points, wildlife monitoring (bitterbrush utilization) wild horse monitoring, and WSA monitoring. The routes could be used for soil crust monitoring if funding is received as part of N. Steens Ecosystem Project. Potential for SSS pond weed/monitoring. PODI

- 3) Is the route needed for safe access, e.g. firefighting and rescue personnel, and safety of all users (e.g. public, grazing permittees, landowners, ROW holders, BLM staff)? Explain

Yes, these are the only routes for a large area.

- 4) Could the road be used as a successful fire break if maintained? Explain

Yes, being able to maintain the roads would allow them to be used as fire breaks. Ways would provide access for firefighters.

- 5) Is the road needed to implement an on-going or reasonably foreseeable future project? Explain

Yes, the routes could be used in the implementation of the North Steens Ecosystem Project.

- 6) Does the route provide an additional evacuation route in case of an emergency (e.g. wildfire or injuries)? Explain

Yes, there are two routes that exit to Highway 205.

Prepared by (print name/signature):

Eric Haakenson
Eric Haakenson

03-13-13
Date

July 13, 2011

E2



K1



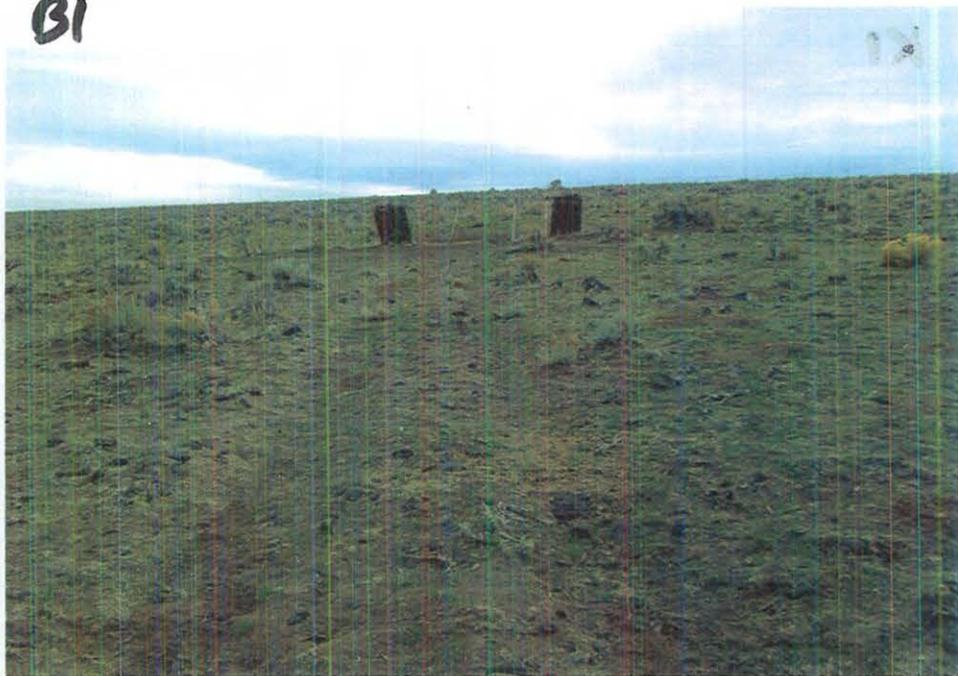
C1



E3



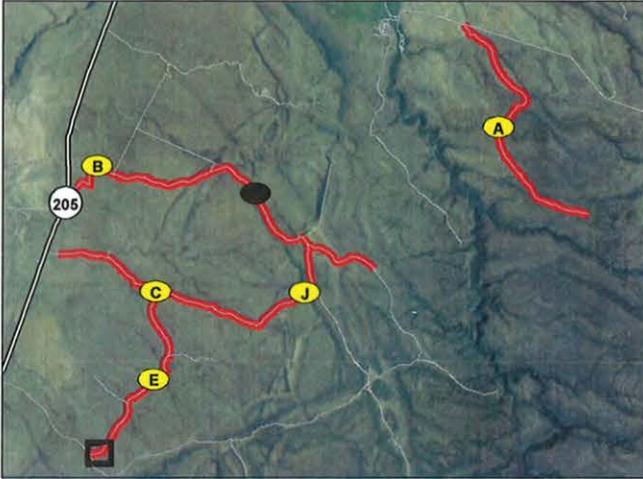
B1



K2



Overview



CRP-7 Alternative E-Map 1 Route Analysis

• • • Proposal to Close Road

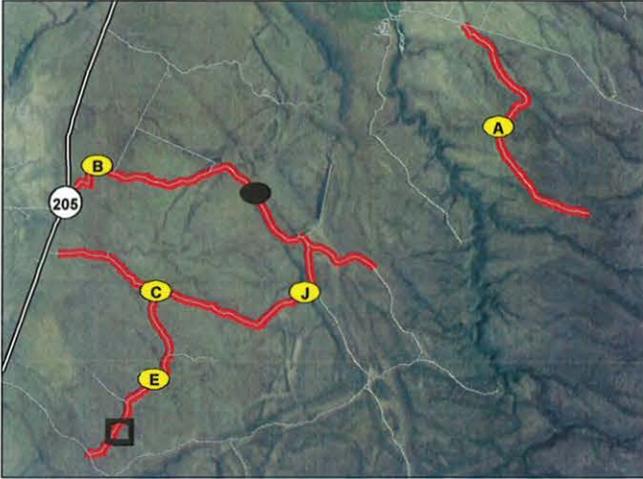
1 inch = 250 feet



2009 Half Meter Imagery



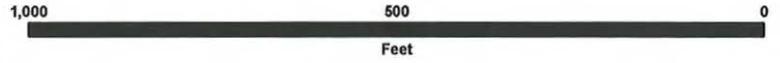
Overview



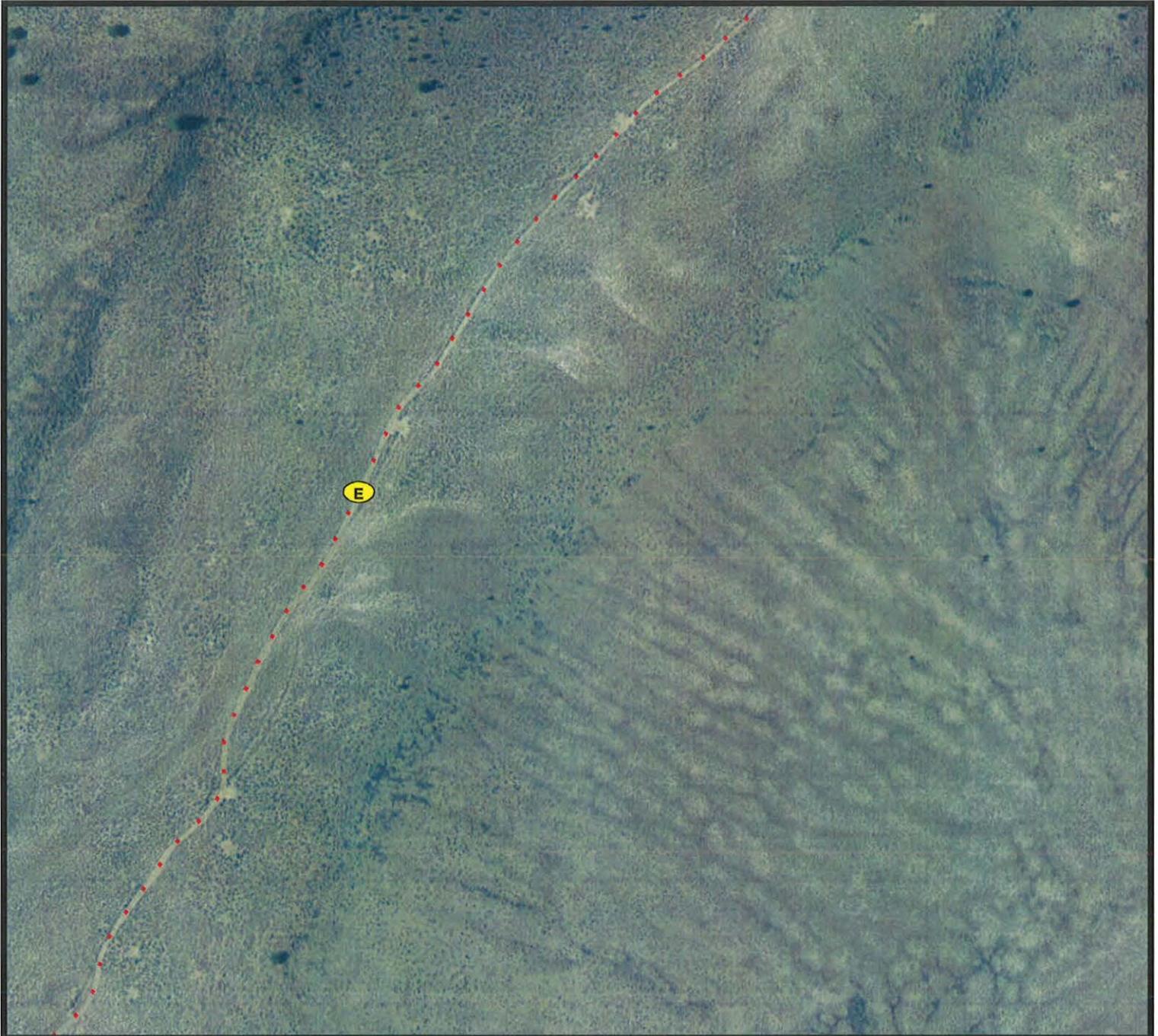
CRP-7 Alternative E-Map 2 Route Analysis

• • • Proposal to Close Road

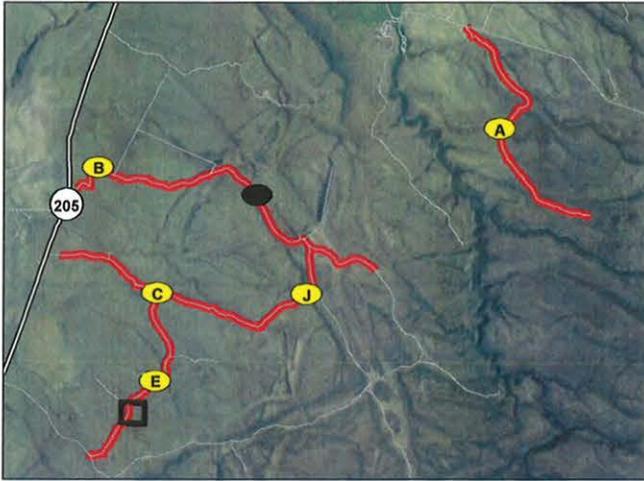
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2009 Half Meter Imagery



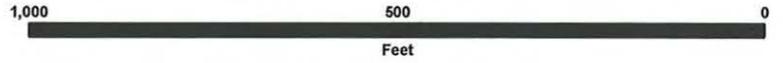
Overview



CRP-7 Alternative E-Map 3 Route Analysis

• • • Proposal to Close Road

1 inch = 250 feet



2009 Half Meter Imagery



Overview

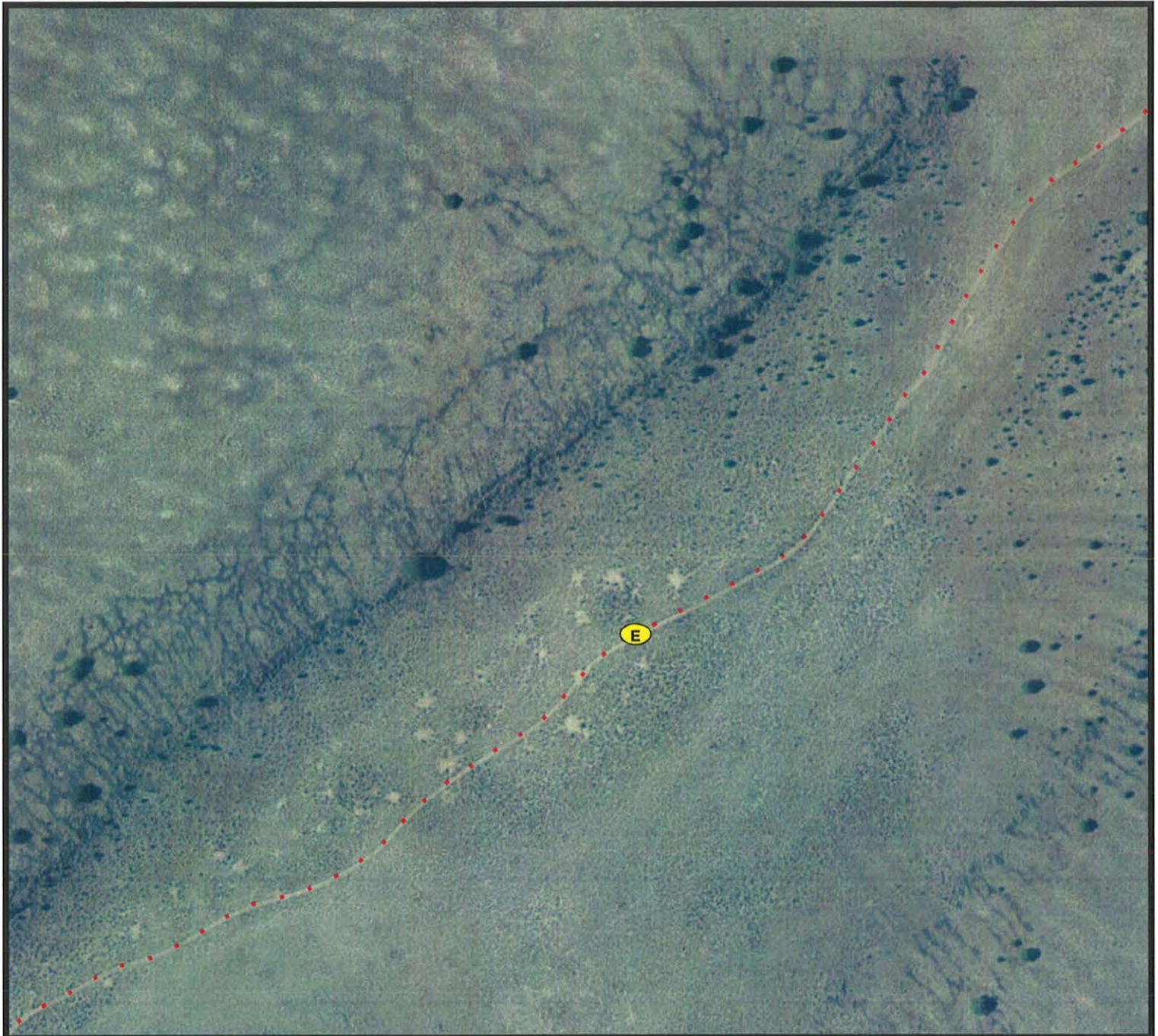
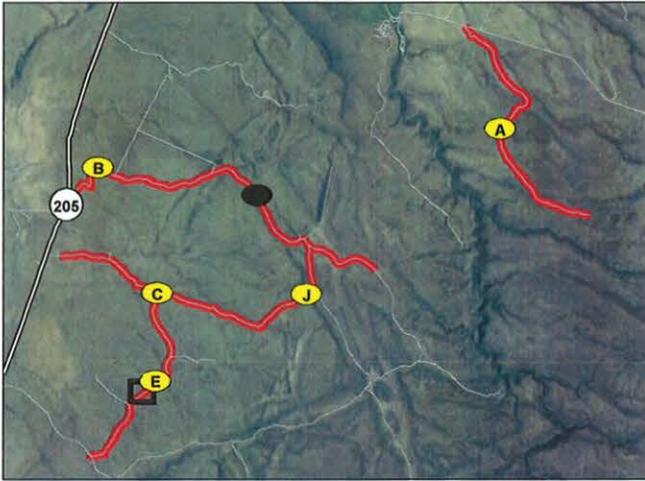
CRP-7 Alternative E-Map 4 Route Analysis

• • • Proposal to Close Road

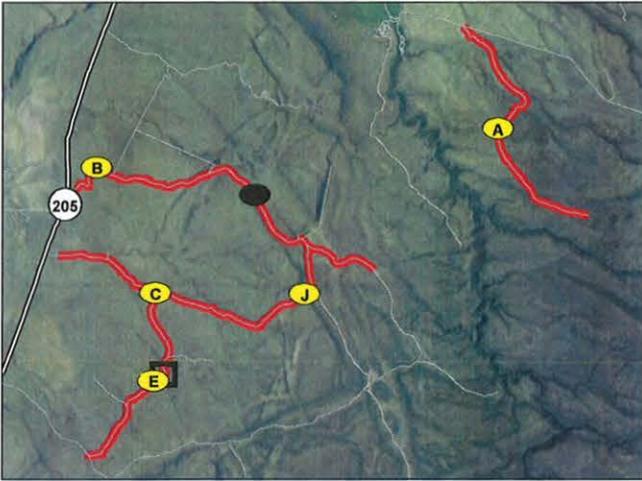
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2009 Half Meter Imagery



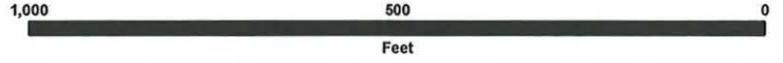
Overview



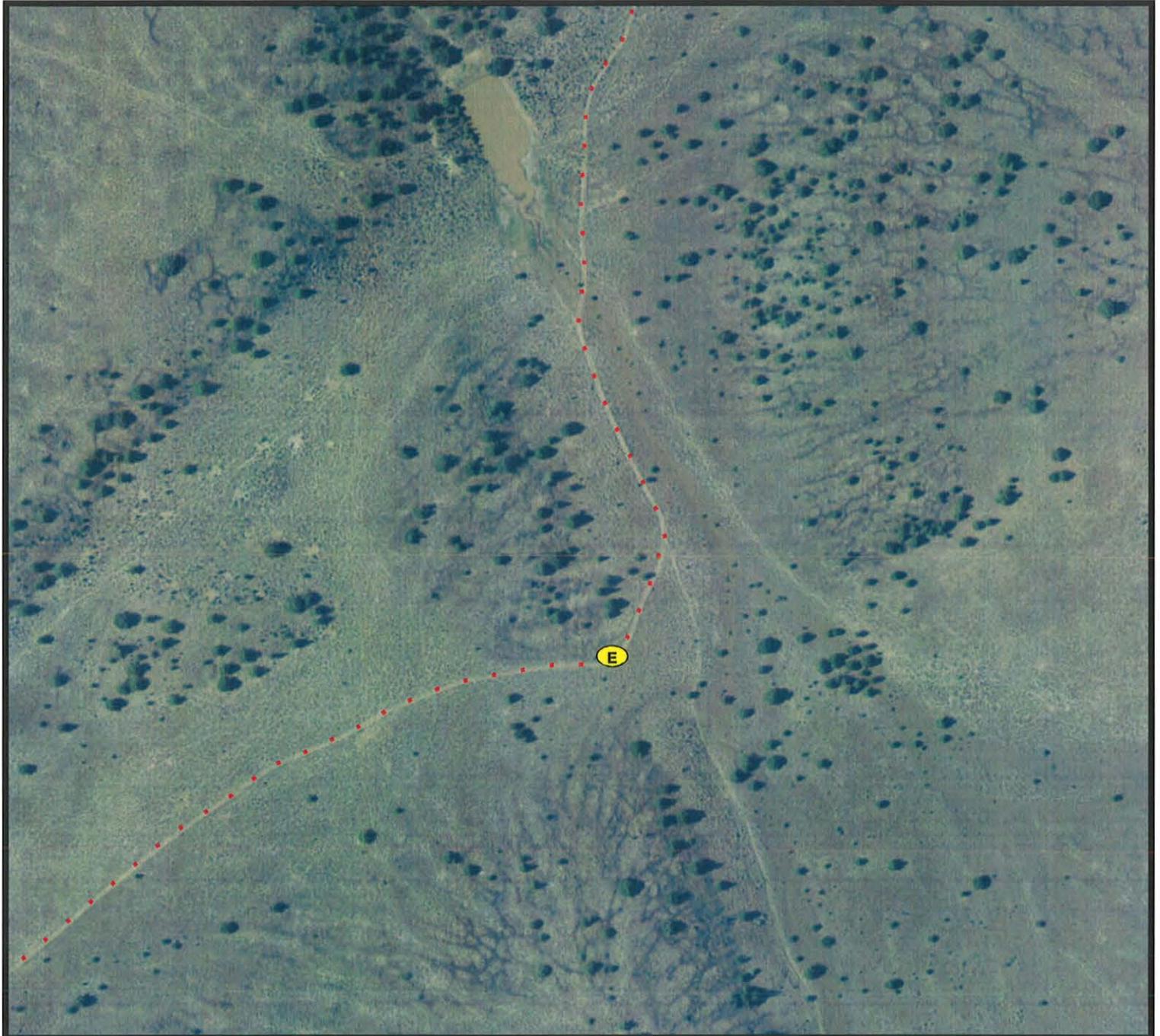
CRP-7 Alternative E-Map 5 Route Analysis

• • • Proposal to Close Road

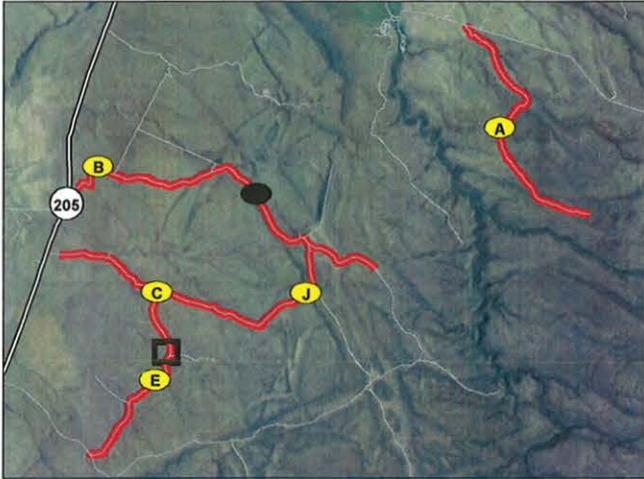
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2009 Half Meter Imagery



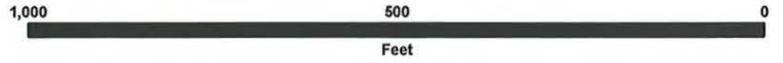
Overview



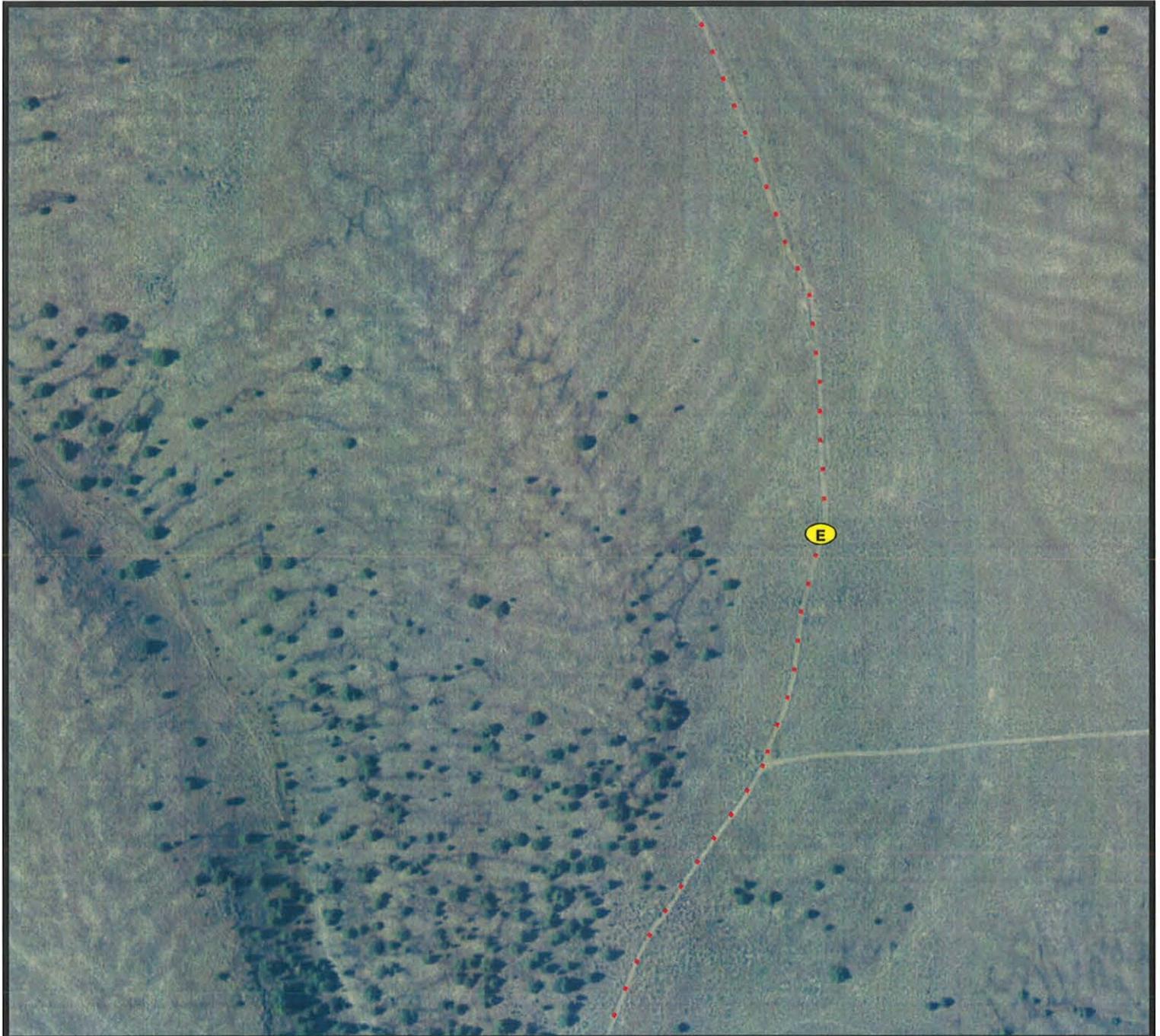
CRP-7 Alternative E-Map 6 Route Analysis

• • • Proposal to Close Road

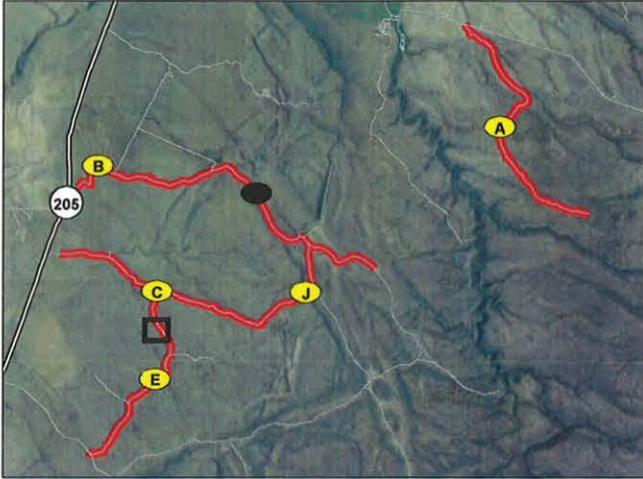
1 inch = 250 feet



2009 Half Meter Imagery



Overview



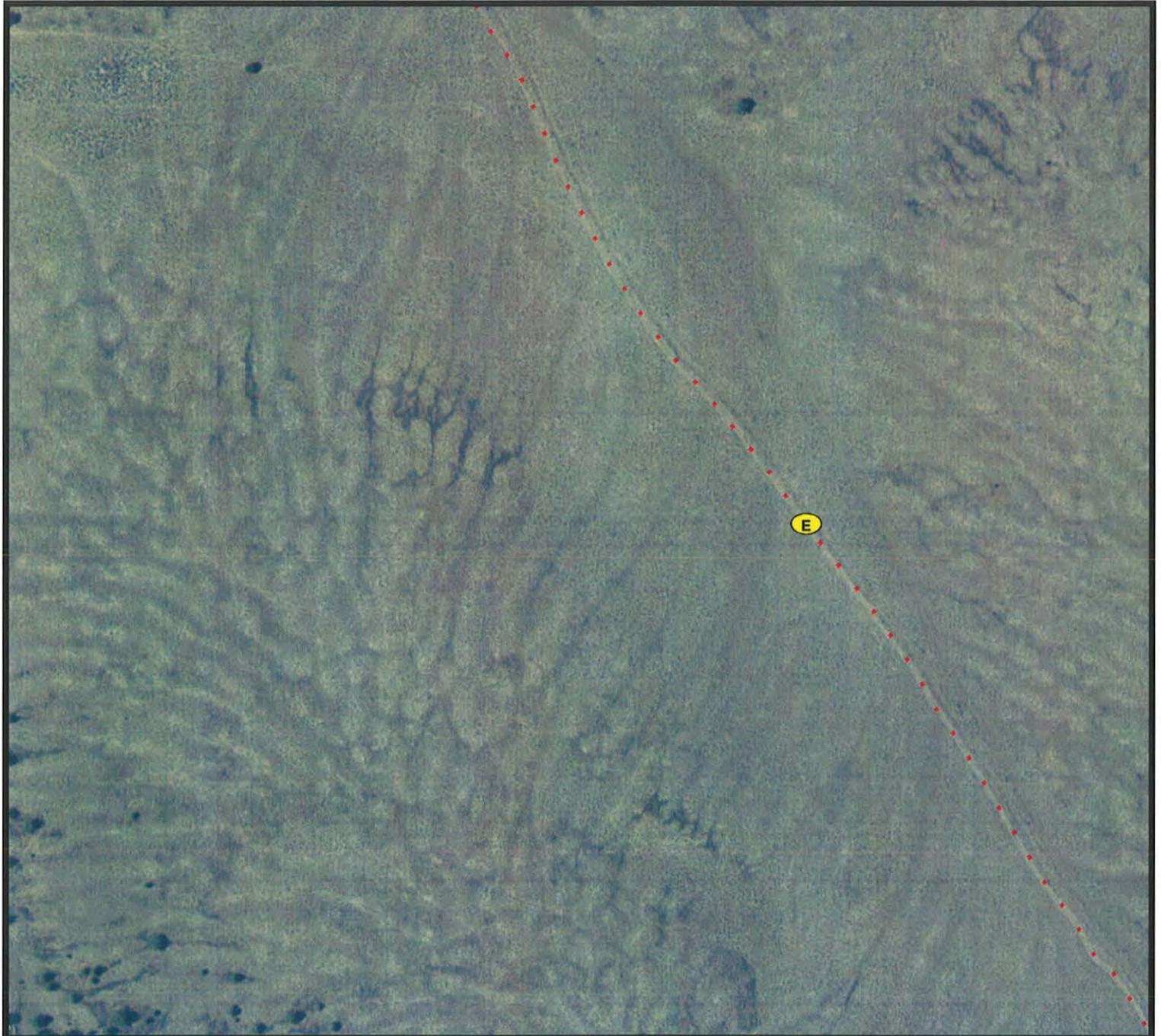
CRP-7 Alternative E-Map 7 Route Analysis

• • • Proposal to Close Road

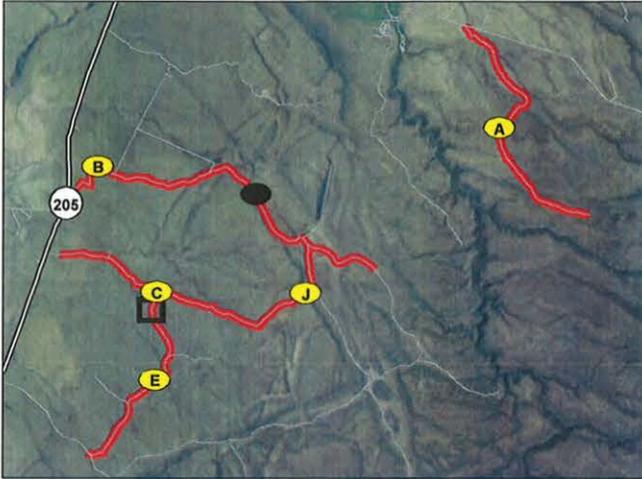
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2009 Half Meter Imagery



Overview



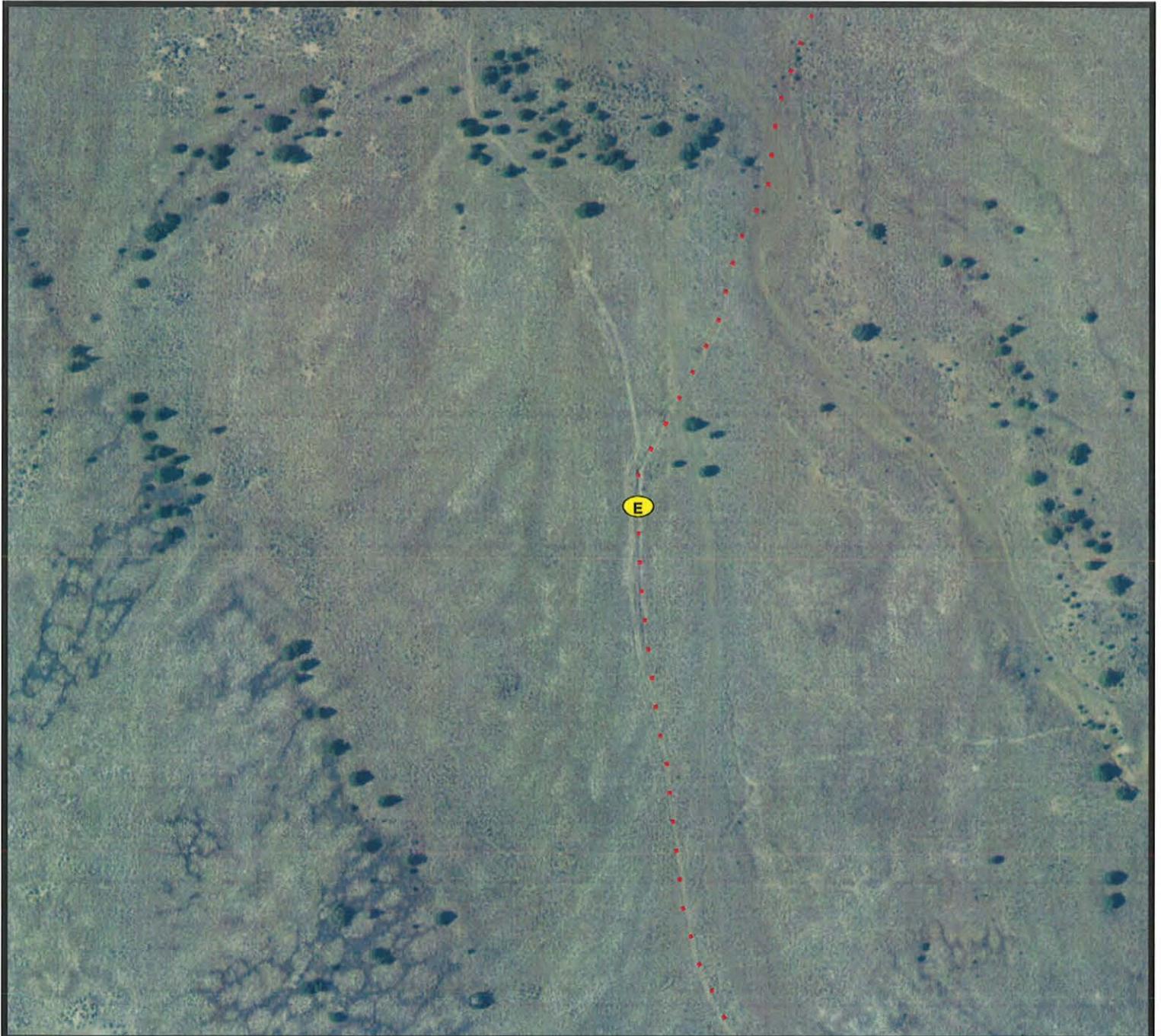
CRP-7 Alternative E-Map 8 Route Analysis

• • • Proposal to Close Road

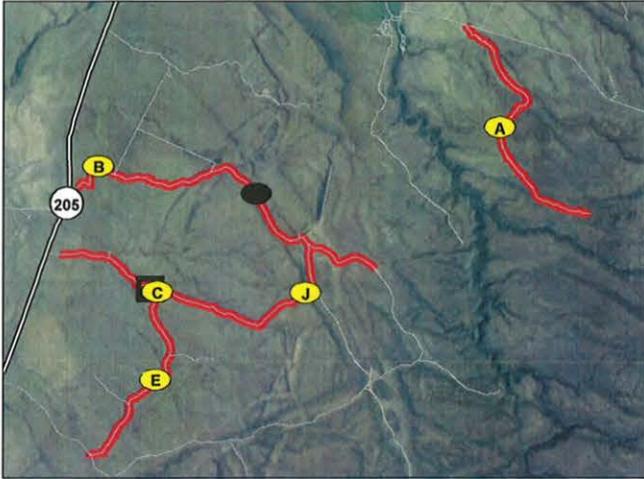
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2009 Half Meter Imagery



Overview



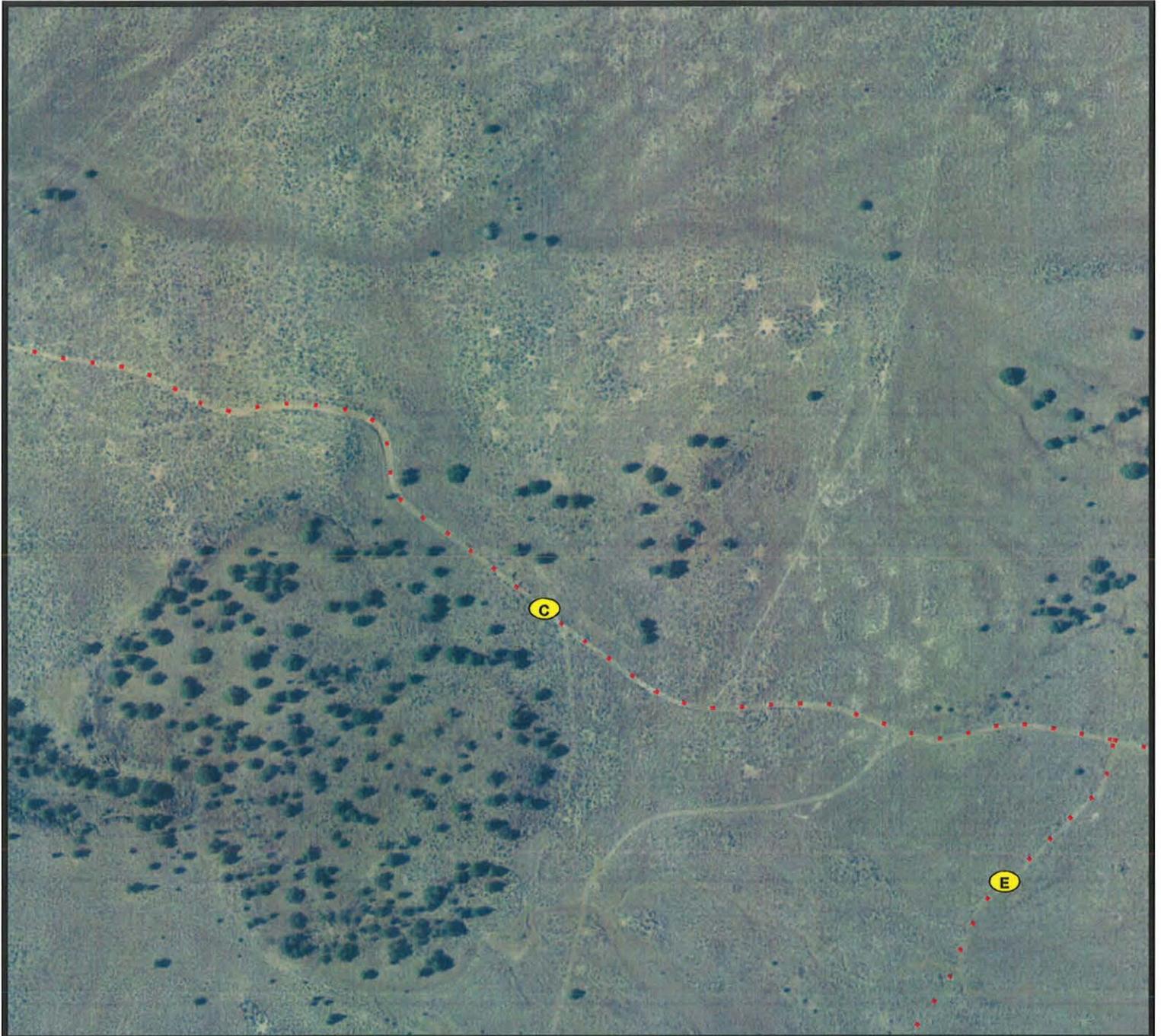
CRP-7 Alternative E-Map 9 Route Analysis

• • • Proposal to Close Road

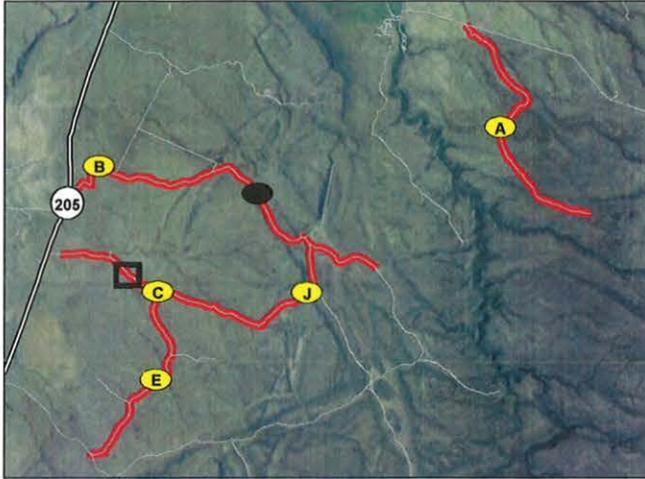
1 inch = 250 feet



2009 Half Meter Imagery



Overview



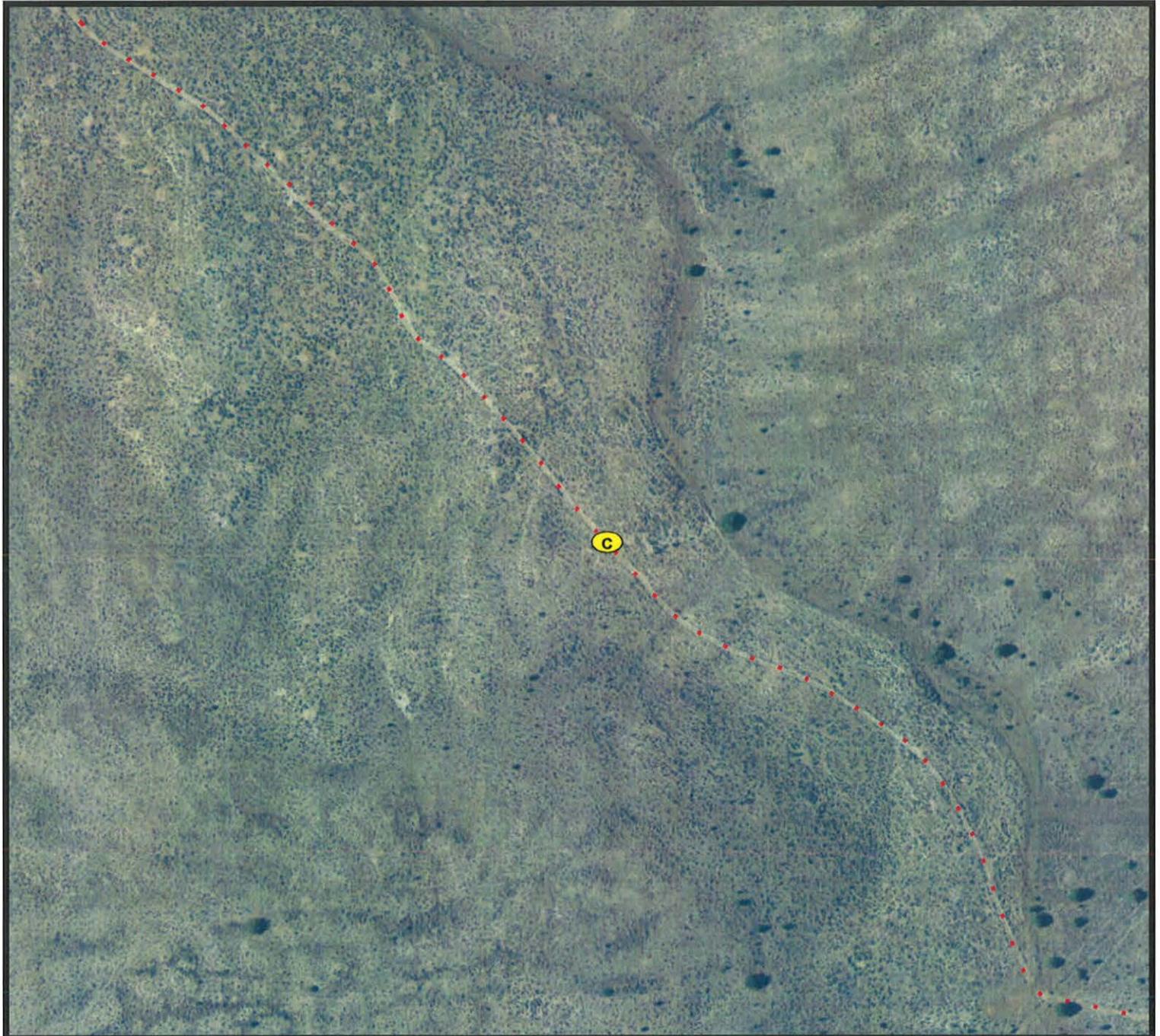
CRP-7 Alternative E-Map 10 Route Analysis

• • • Proposal to Close Road

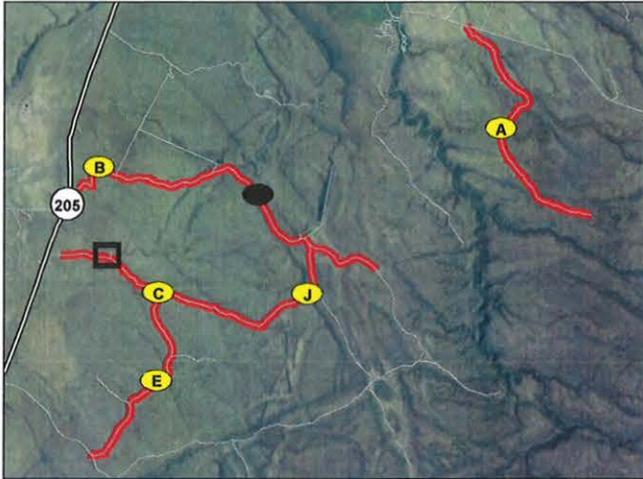
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2009 Half Meter Imagery



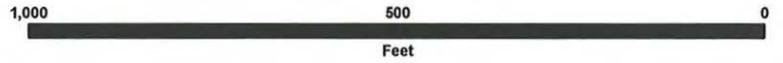
Overview



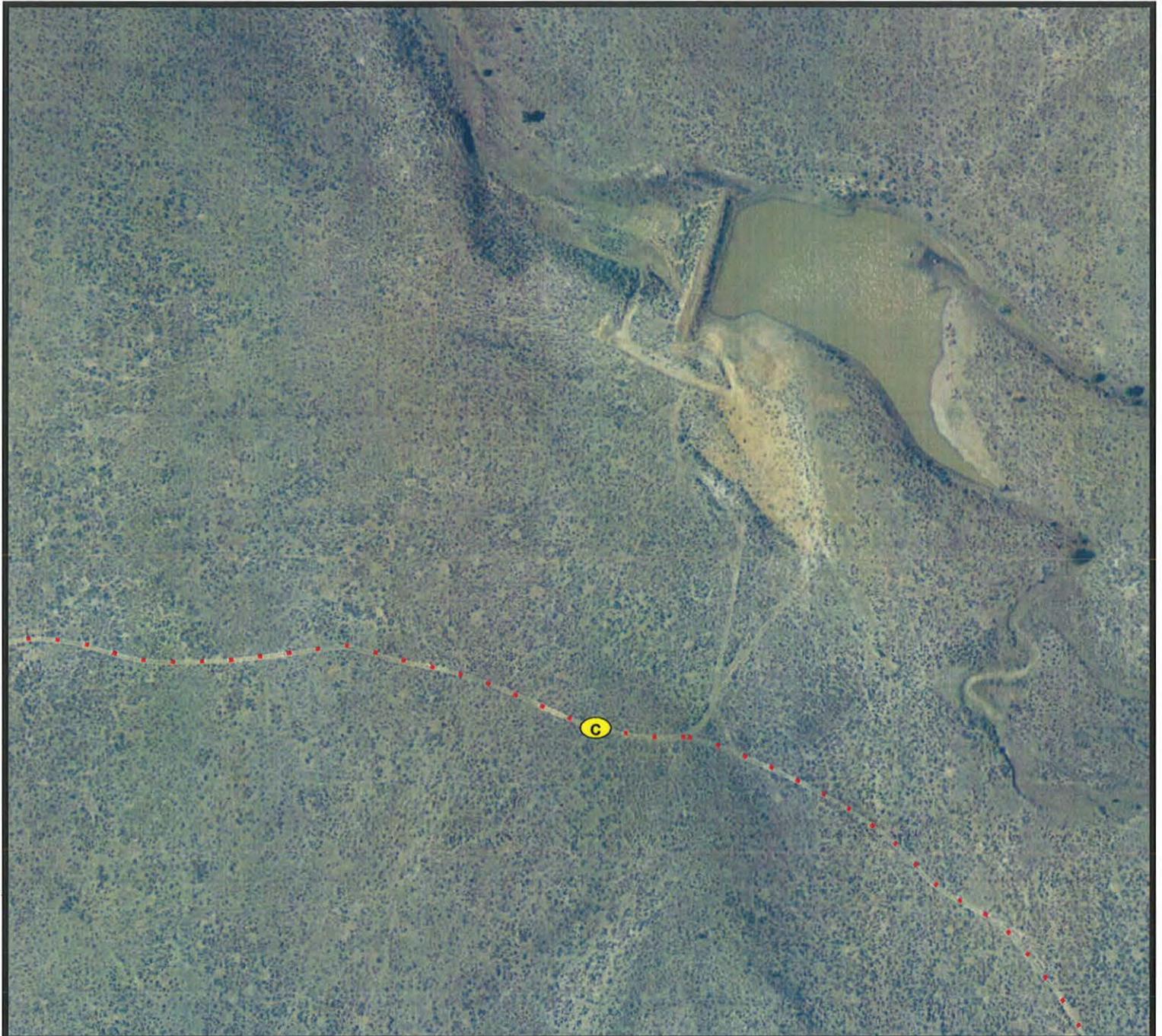
CRP-7 Alternative E-Map 11 Route Analysis

• • • Proposal to Close Road

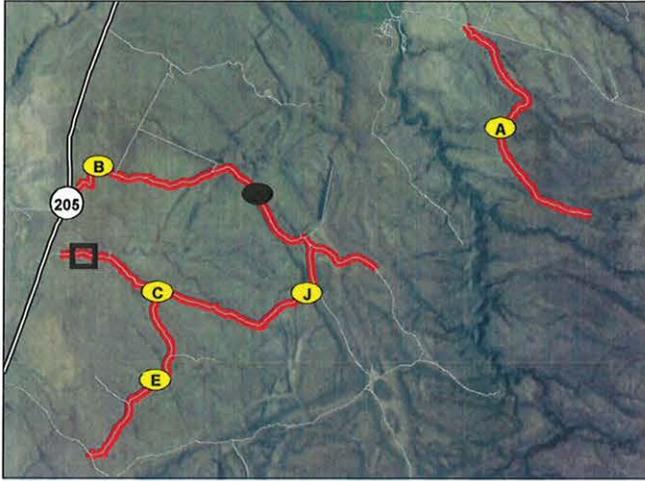
1 inch = 250 feet



2009 Half Meter Imagery



Overview



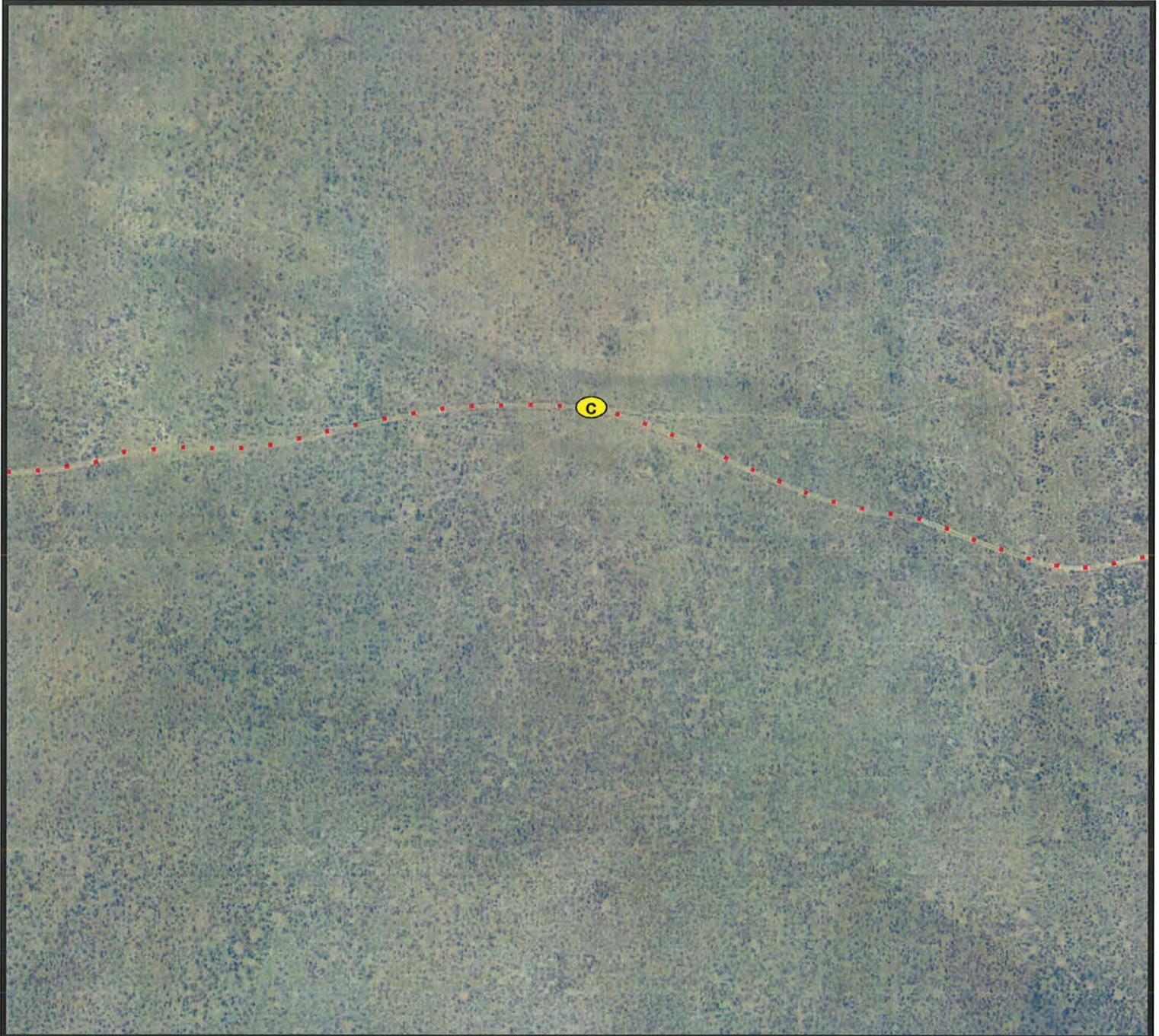
CRP-7 Alternative E-Map 12 Route Analysis

• • • Proposal to Close Road

1 inch = 250 feet



2009 Half Meter Imagery



Overview

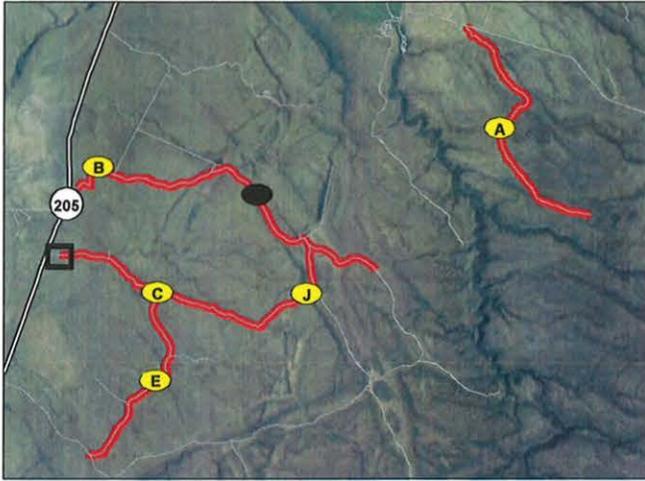
CRP-7 Alternative E-Map 13 Route Analysis

• • • Proposal to Close Road

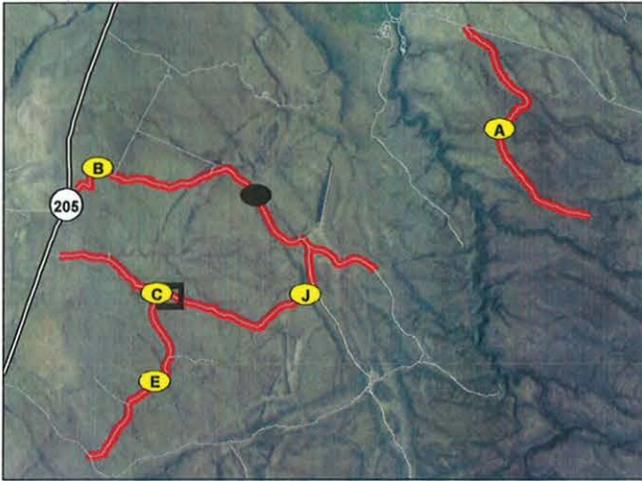
1 inch = 250 feet



2009 Half Meter Imagery



Overview



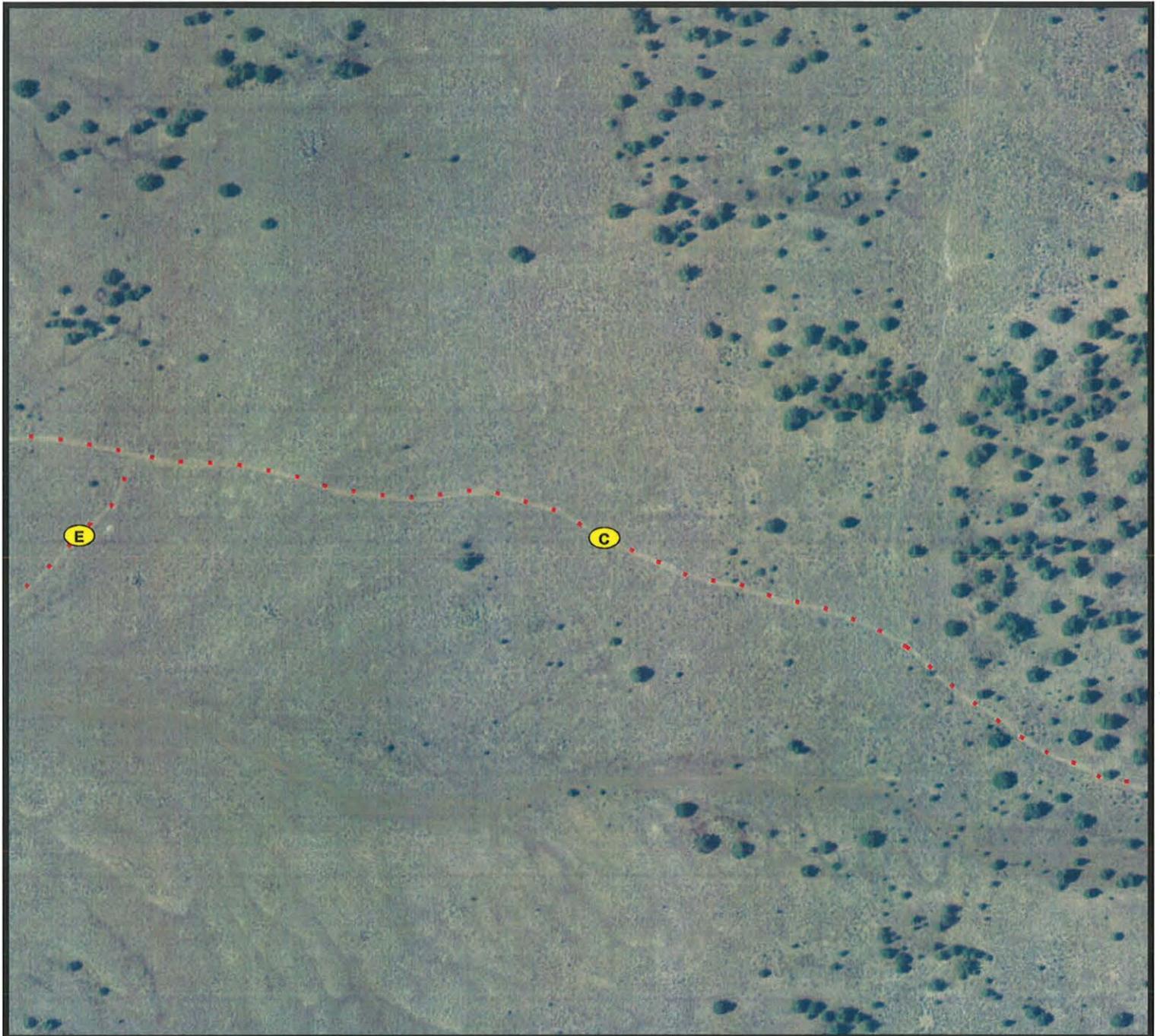
CRP-7 Alternative E-Map 14 Route Analysis

• • • Proposal to Close Road

1 inch = 250 feet



2009 Half Meter Imagery

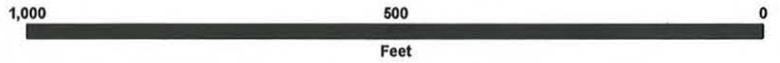


Overview

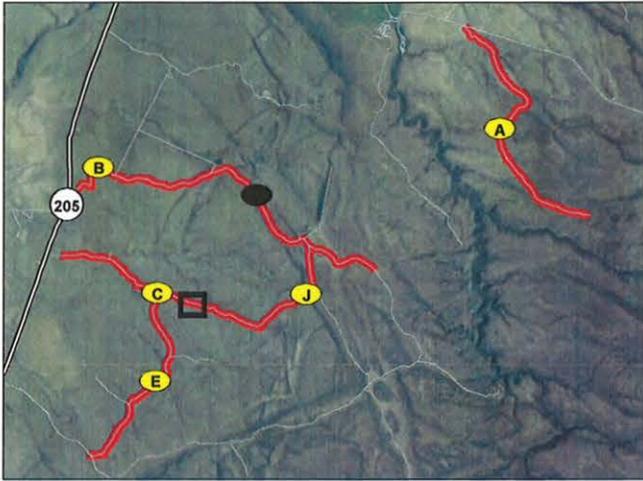
CRP-7 Alternative E-Map 15 Route Analysis

• • • Proposal to Close Road

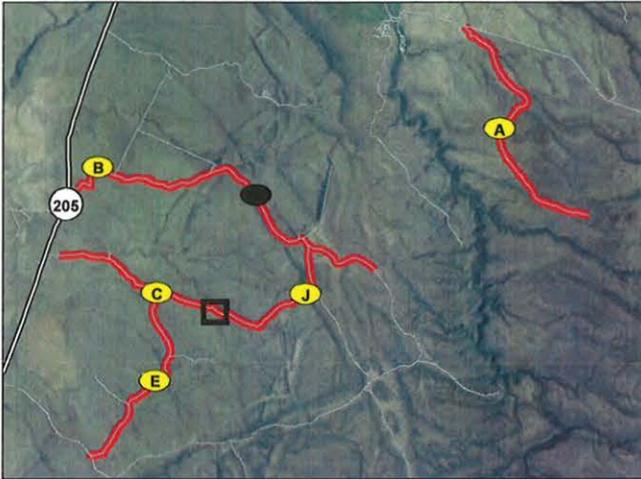
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2009 Half Meter Imagery



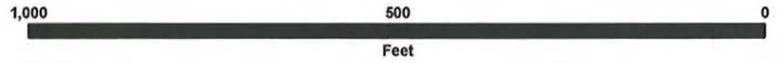
Overview



CRP-7 Alternative E-Map 16 Route Analysis

• • • Proposal to Close Road

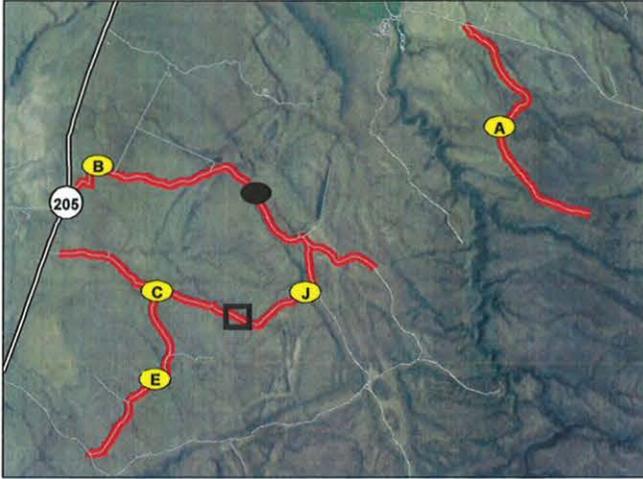
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2009 Half Meter Imagery



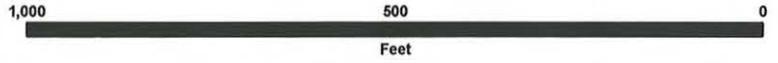
Overview



CRP-7 Alternative E-Map 17 Route Analysis

• • • Proposal to Close Road

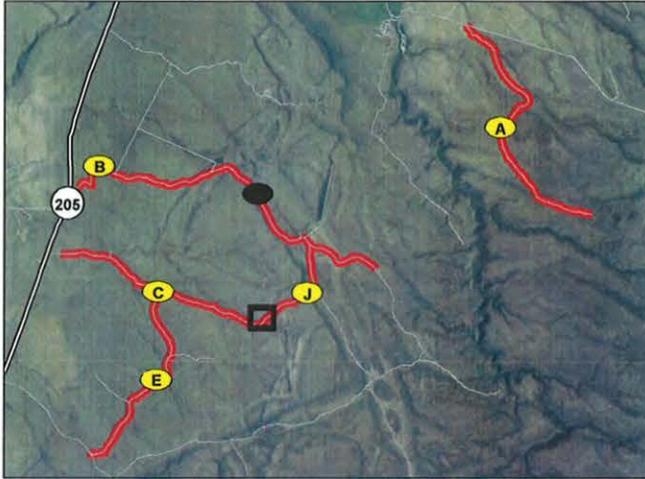
1 inch = 250 feet



2009 Half Meter Imagery



Overview



CRP-7 Alternative E-Map 18 Route Analysis

• • • Proposal to Close Road

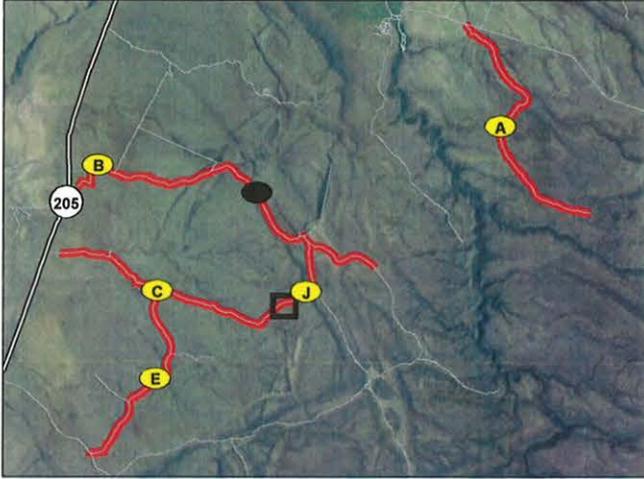
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2009 Half Meter Imagery



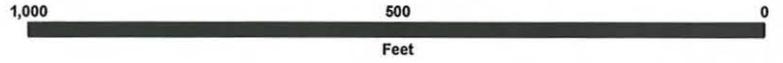
Overview



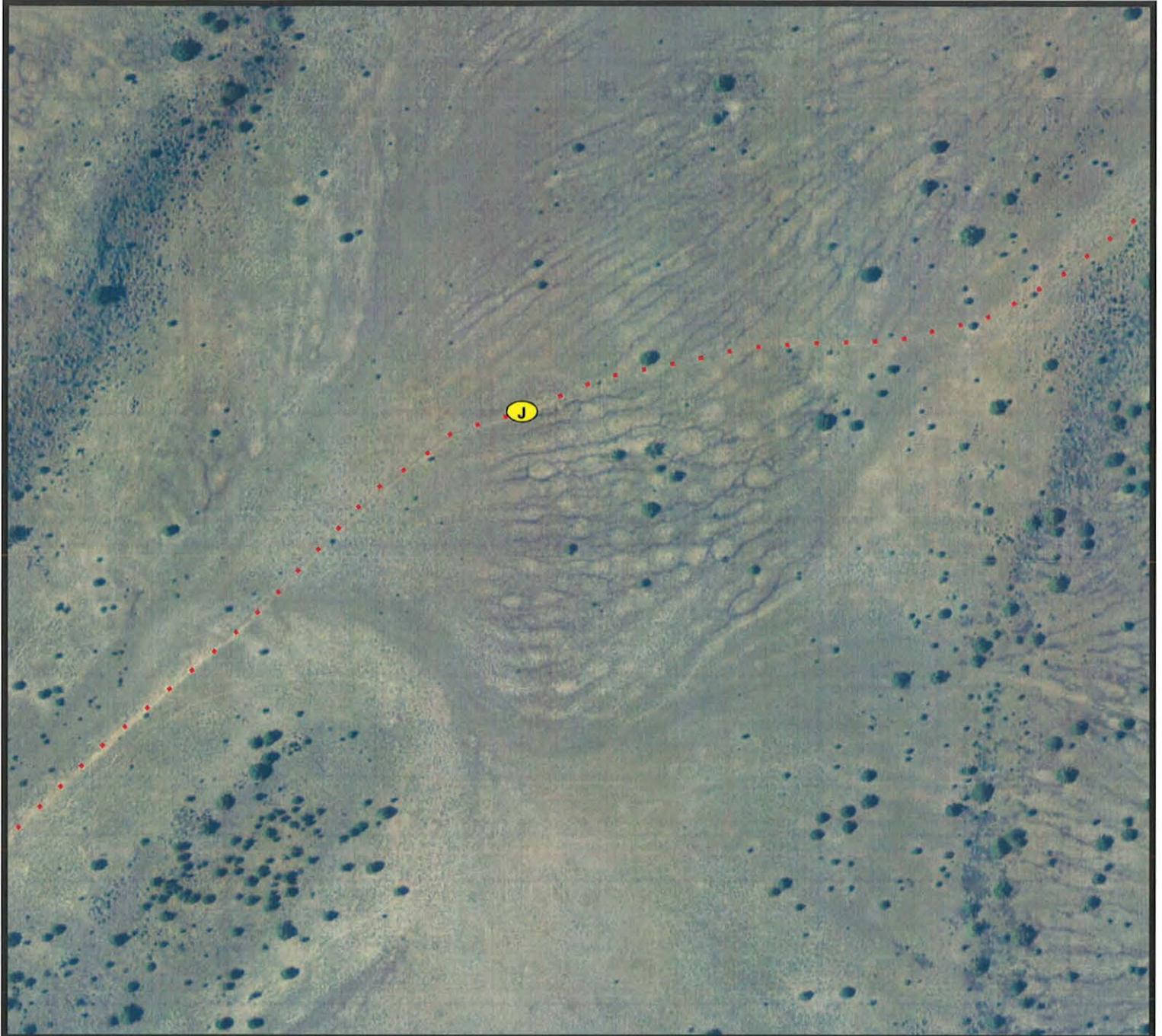
CRP-7 Alternative E-Map 19 Route Analysis

• • • Proposal to Close Road

1 inch = 250 feet



2009 Half Meter Imagery

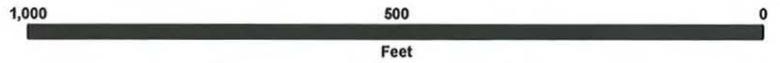


Overview

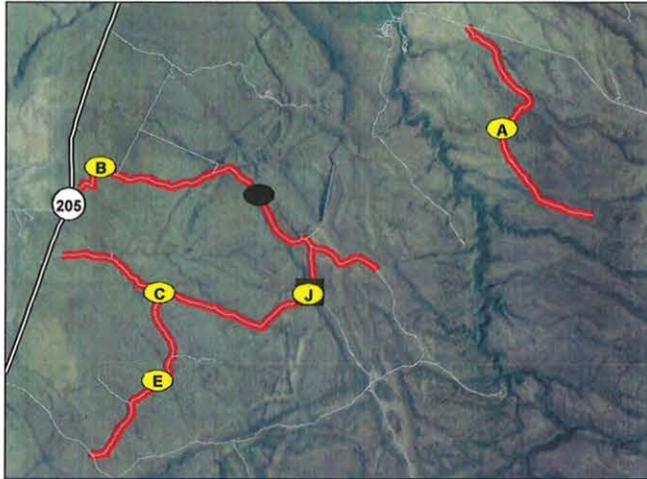
CRP-7 Alternative E-Map 20 Route Analysis

• • • Proposal to Close Road

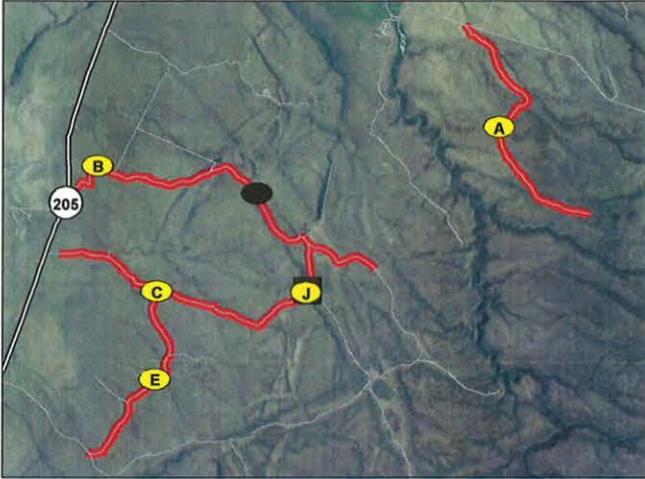
1 inch = 250 feet



2009 Half Meter Imagery



Overview



CRP-7 Alternative E-Map 21 Route Analysis

• • • Proposal to Close Road

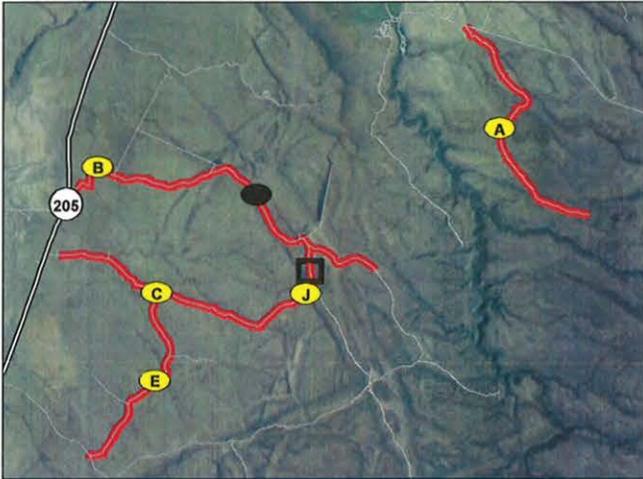
1 inch = 250 feet



2009 Half Meter Imagery



Overview



CRP-7 Alternative E-Map 22 Route Analysis

• • • Proposal to Close Road

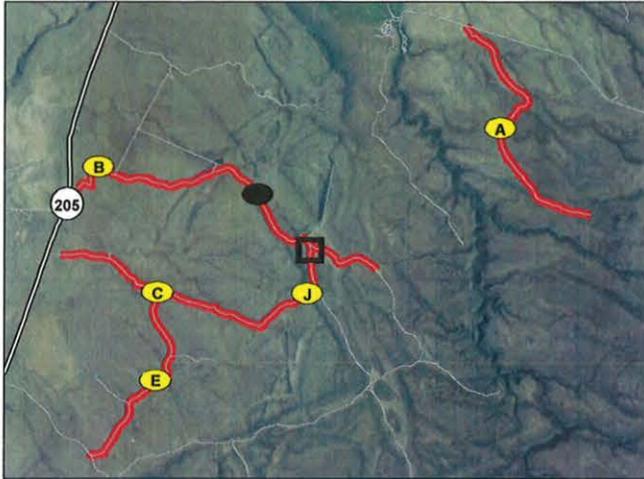
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2009 Half Meter Imagery



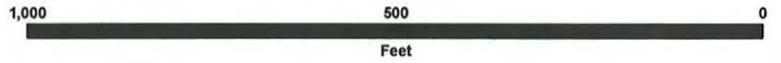
Overview



CRP-7 Alternative E-Map 23 Route Analysis

• • • Proposal to Close Road

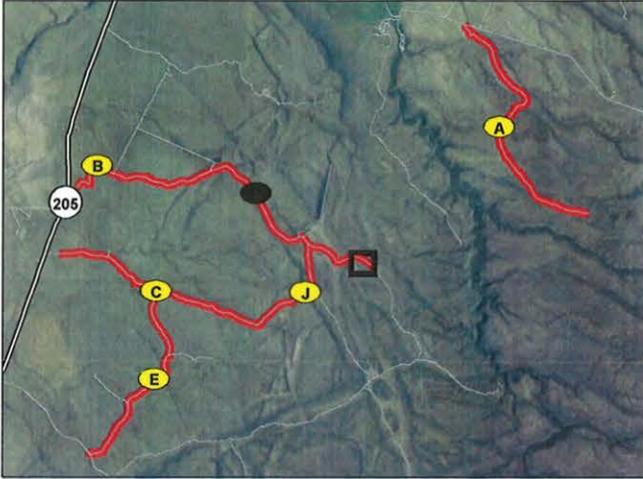
1 inch = 250 feet



2009 Half Meter Imagery



Overview



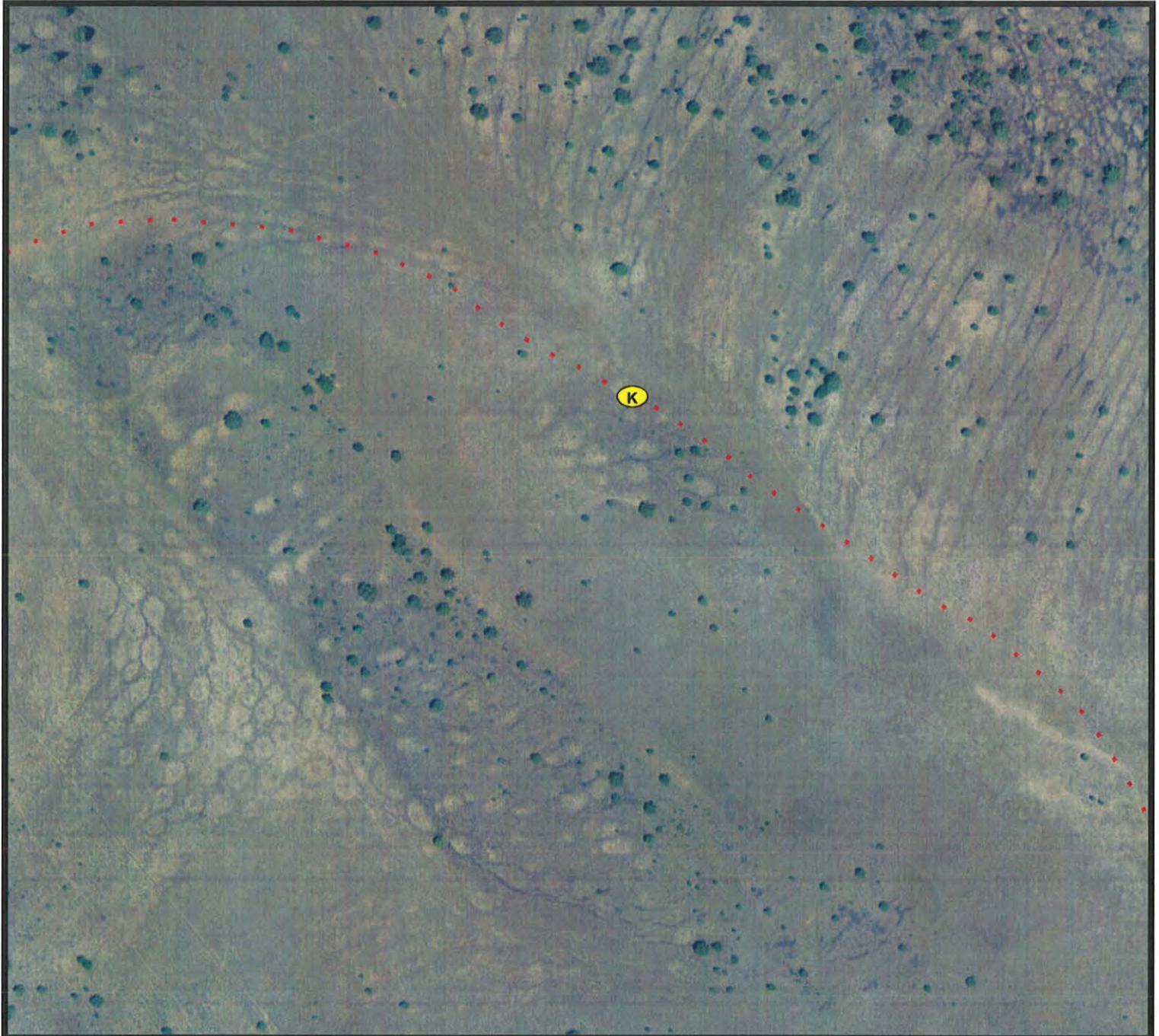
CRP-7 Alternative E-Map 24 Route Analysis

• • • Proposal to Close Road

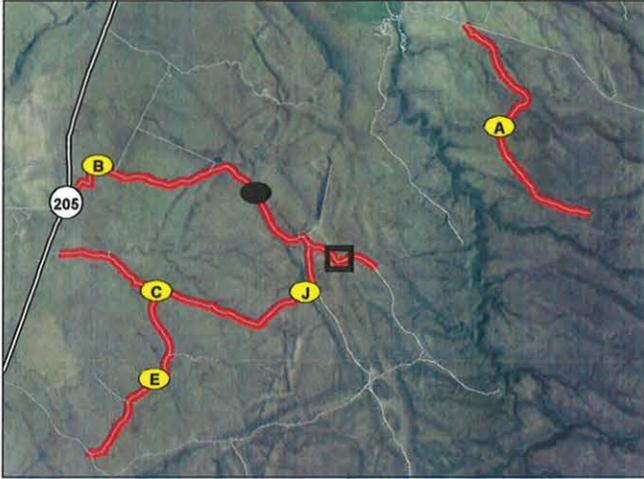
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2009 Half Meter Imagery



Overview



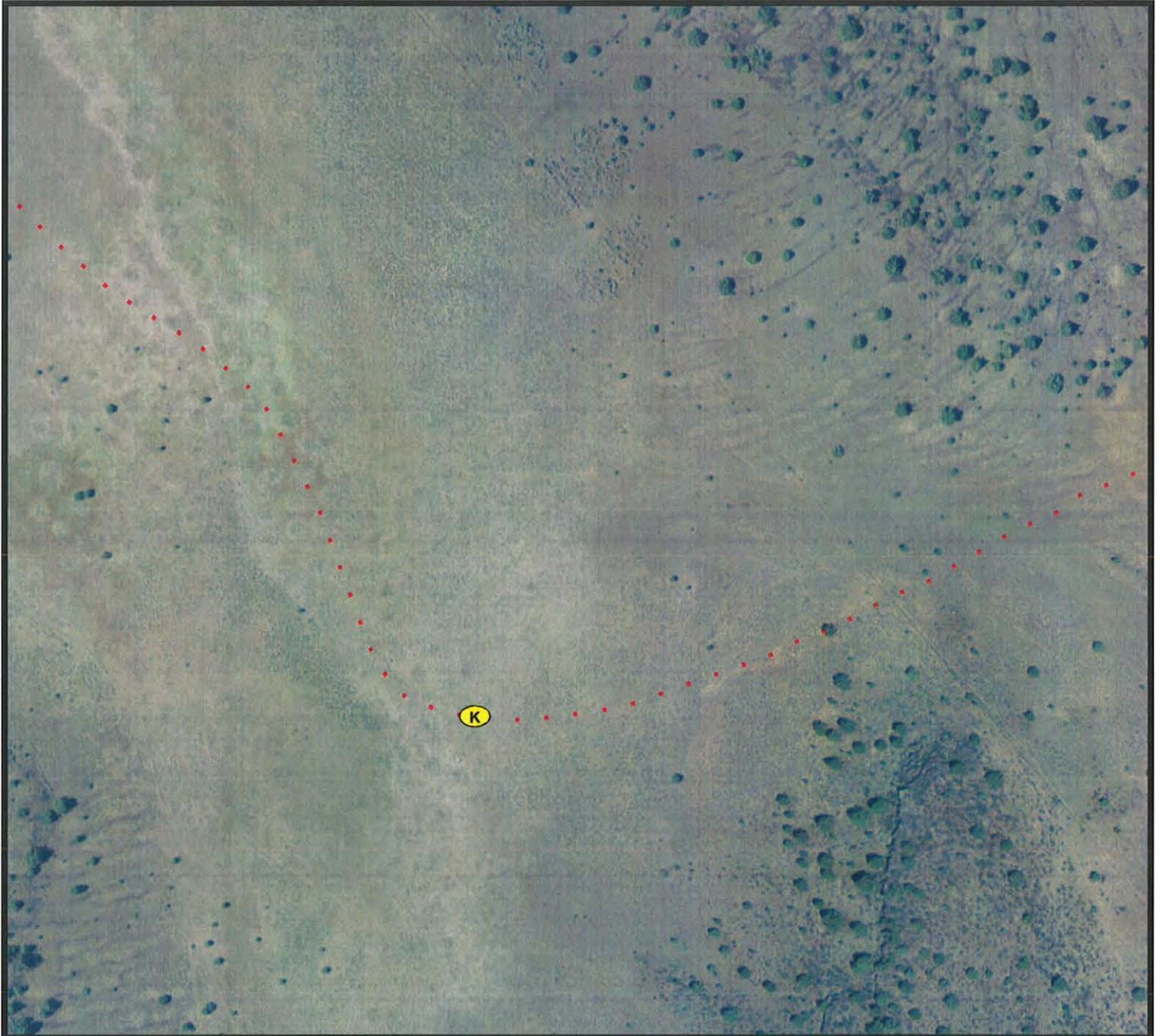
CRP-7 Alternative E-Map 25 Route Analysis

• • • Proposal to Close Road

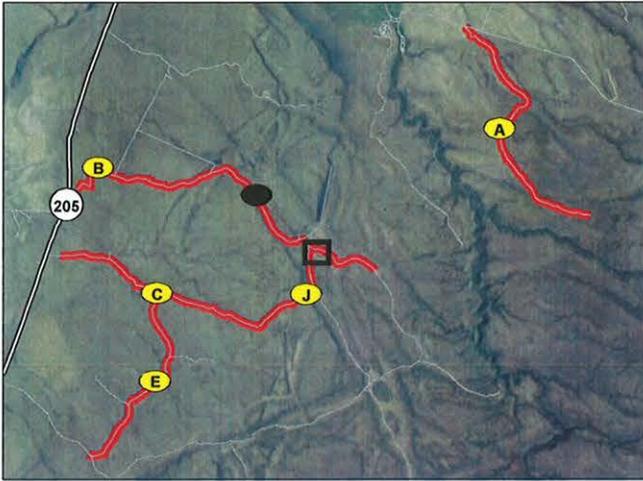
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2009 Half Meter Imagery



Overview



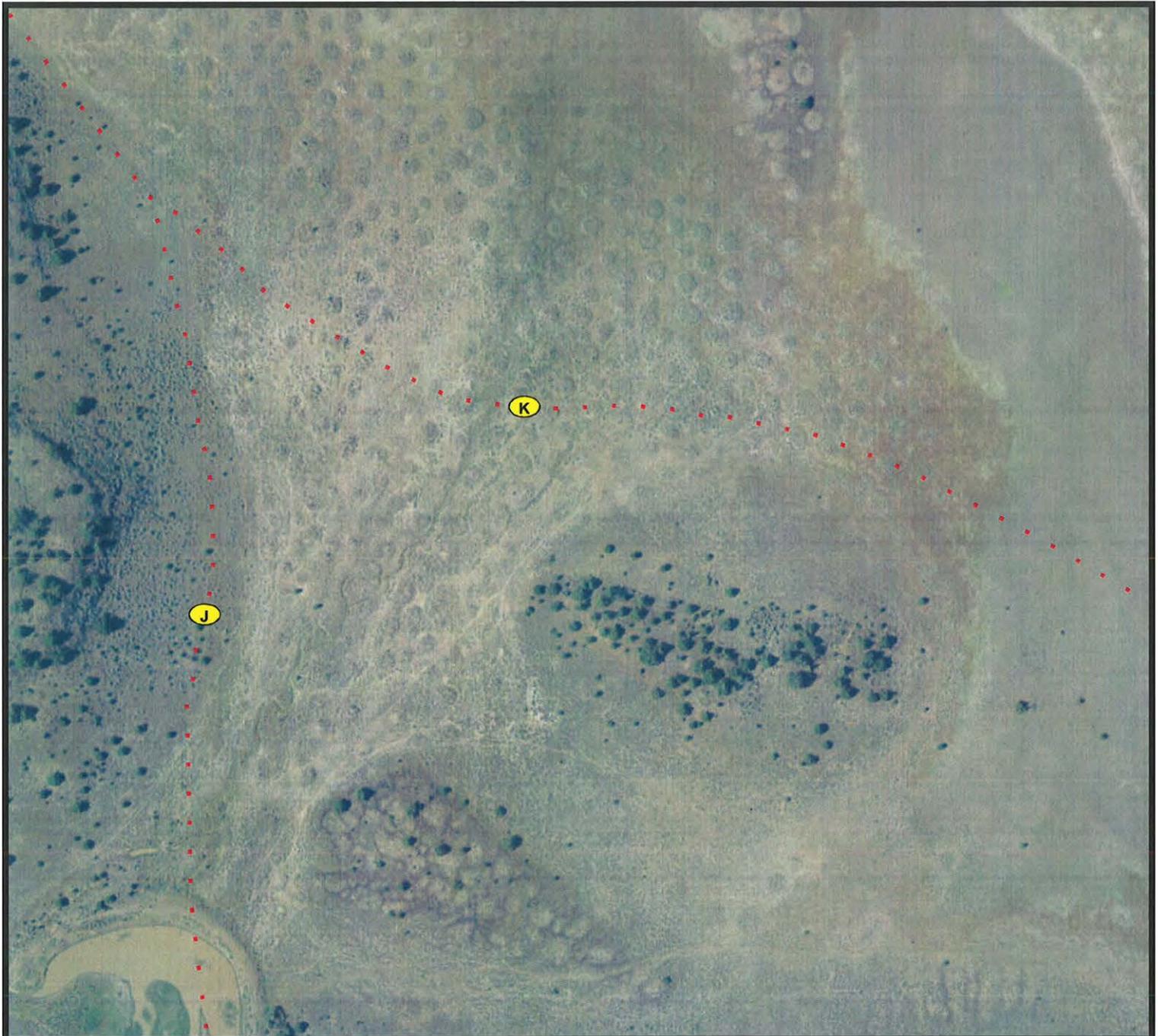
CRP-7 Alternative E-Map 26 Route Analysis

• • • Proposal to Close Road

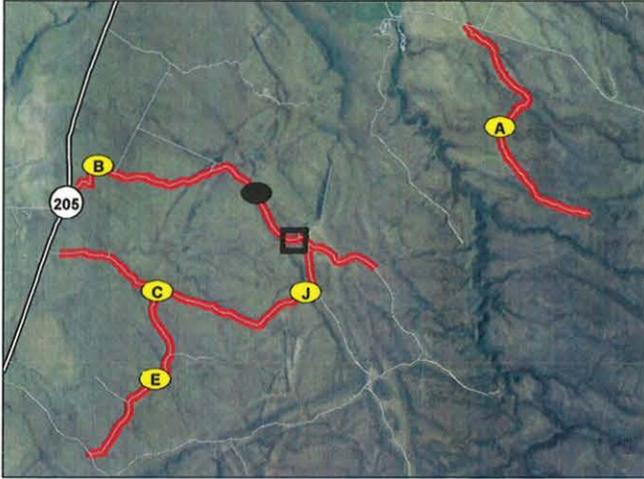
1 inch = 250 feet



2009 Half Meter Imagery



Overview



CRP-7 Alternative E-Map 27 Route Analysis

• • • Proposal to Close Road

1 inch = 250 feet



2009 Half Meter Imagery



Overview

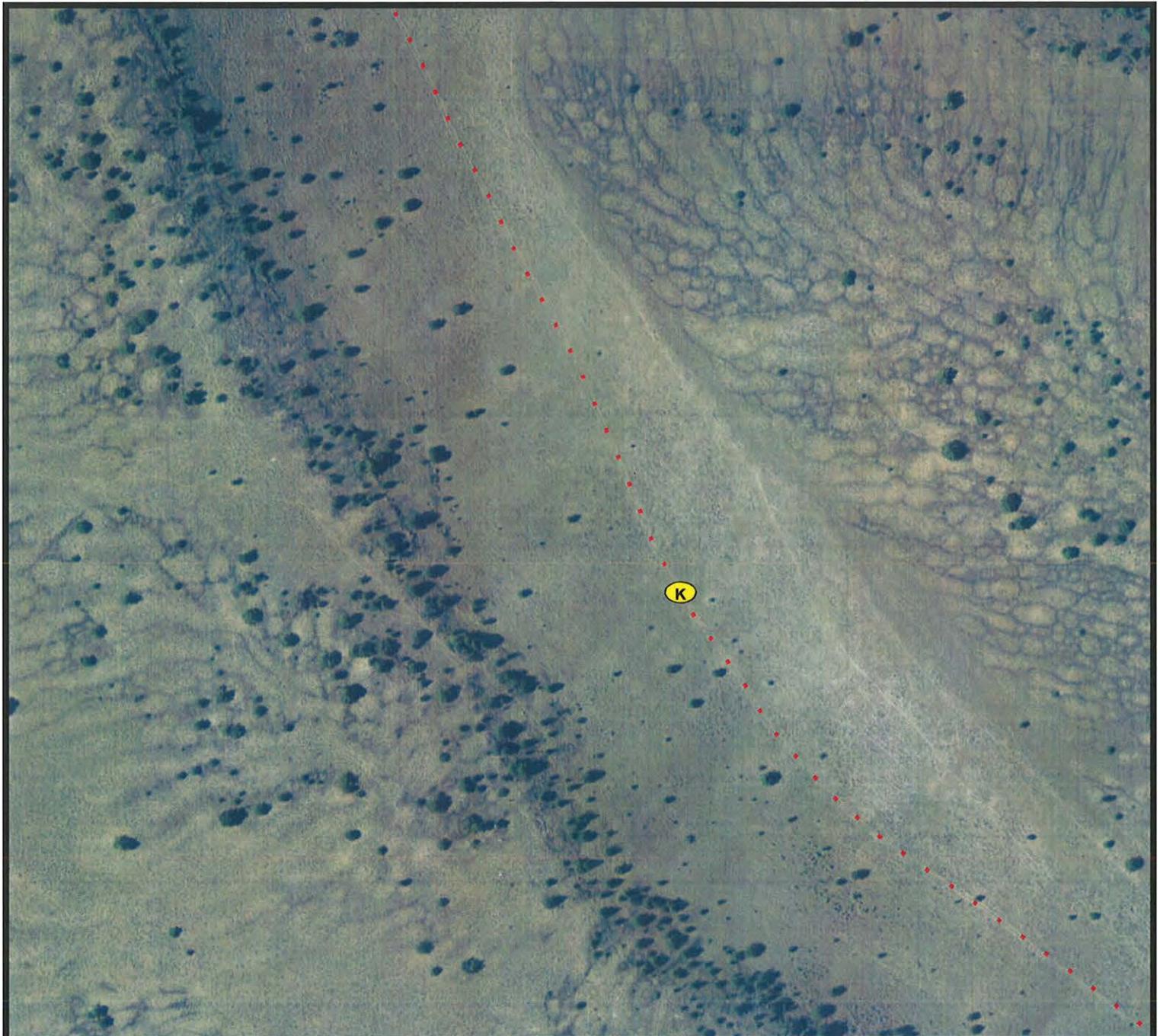
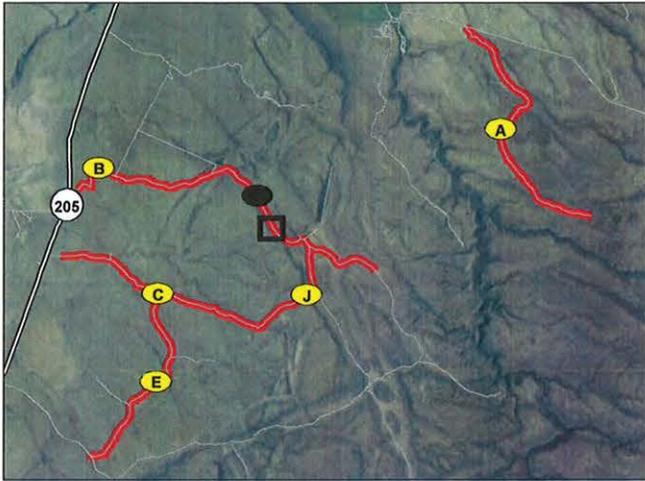
CRP-7 Alternative E-Map 28 Route Analysis

• • • Proposal to Close Road

1 inch = 250 feet



2009 Half Meter Imagery



Overview



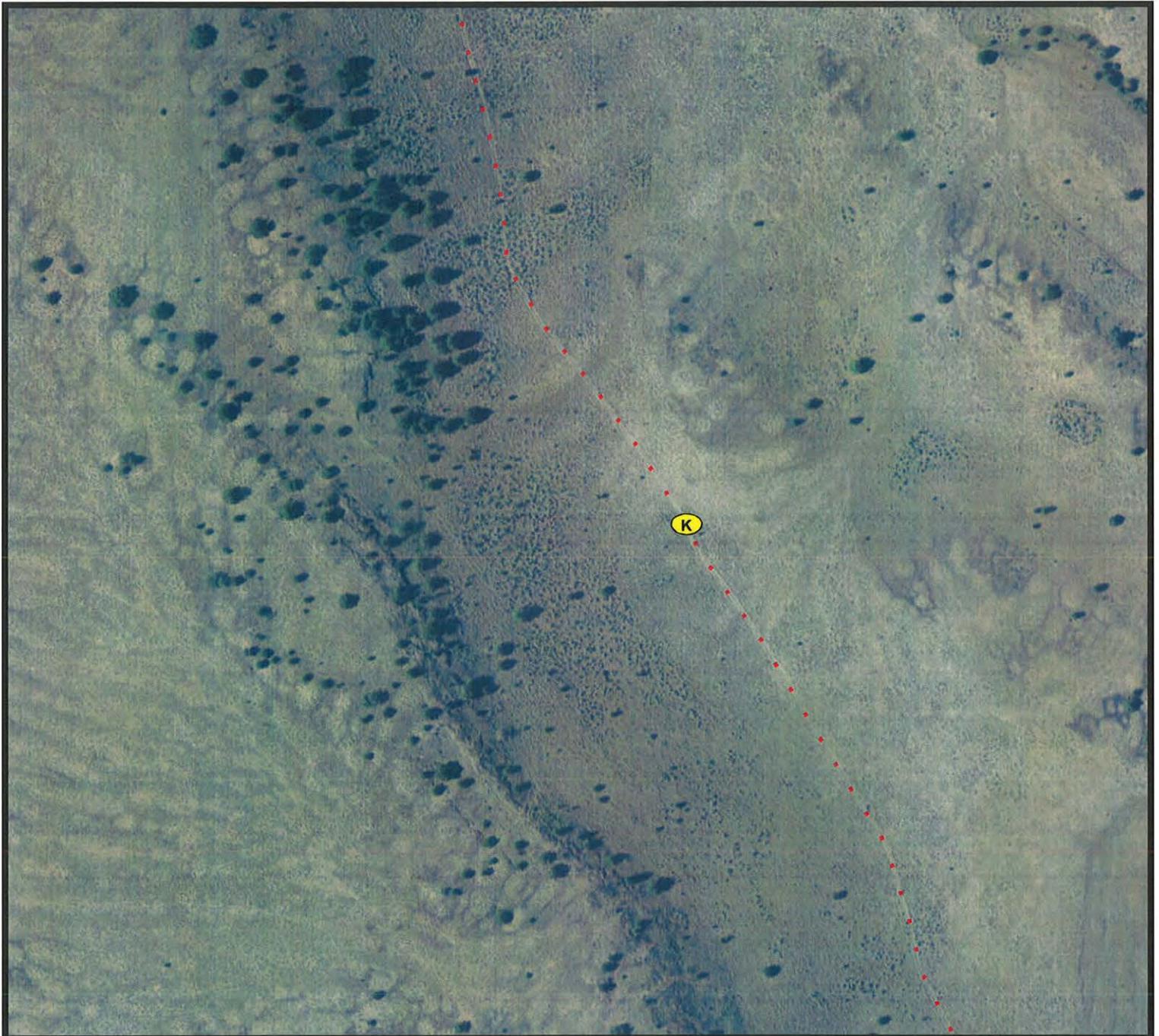
CRP-7 Alternative E-Map 29 Route Analysis

• • • Proposal to Close Road

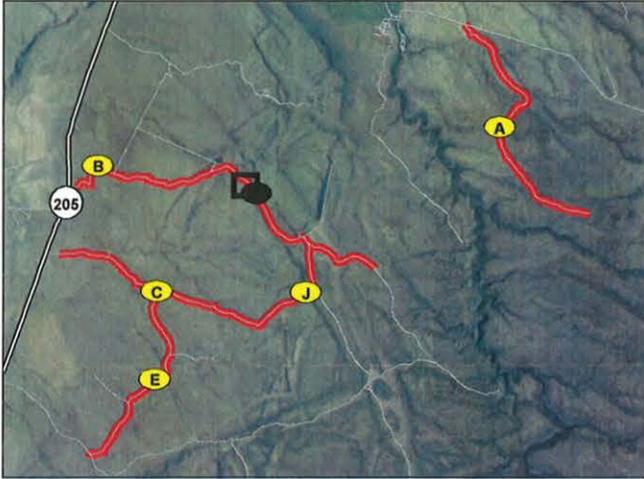
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2009 Half Meter Imagery



Overview



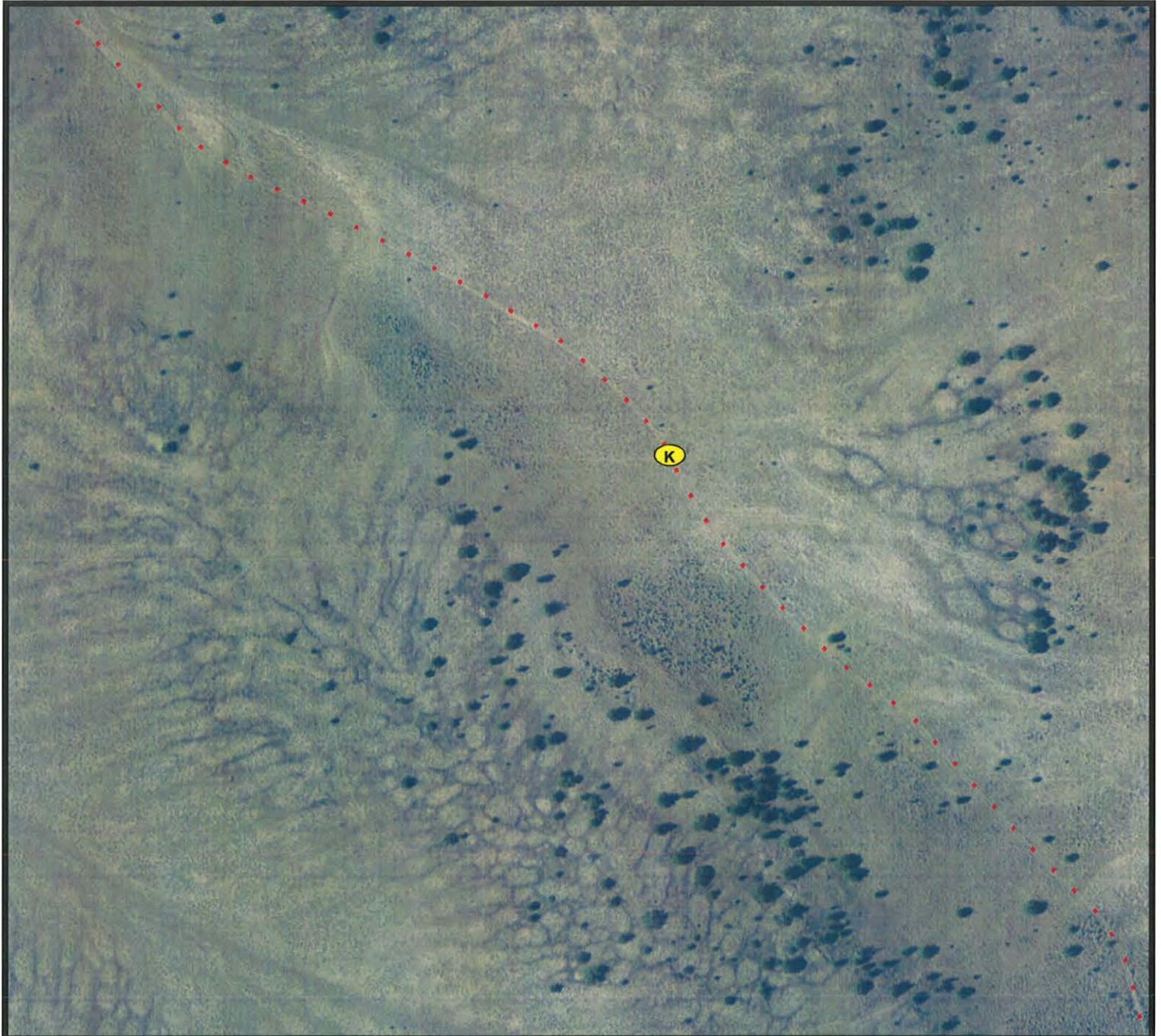
CRP-7 Alternative E-Map 30 Route Analysis

• • • Proposal to Close Road

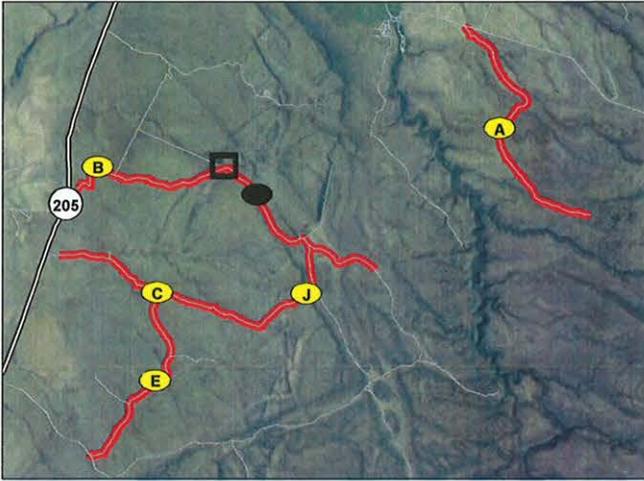
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2009 Half Meter Imagery



Overview



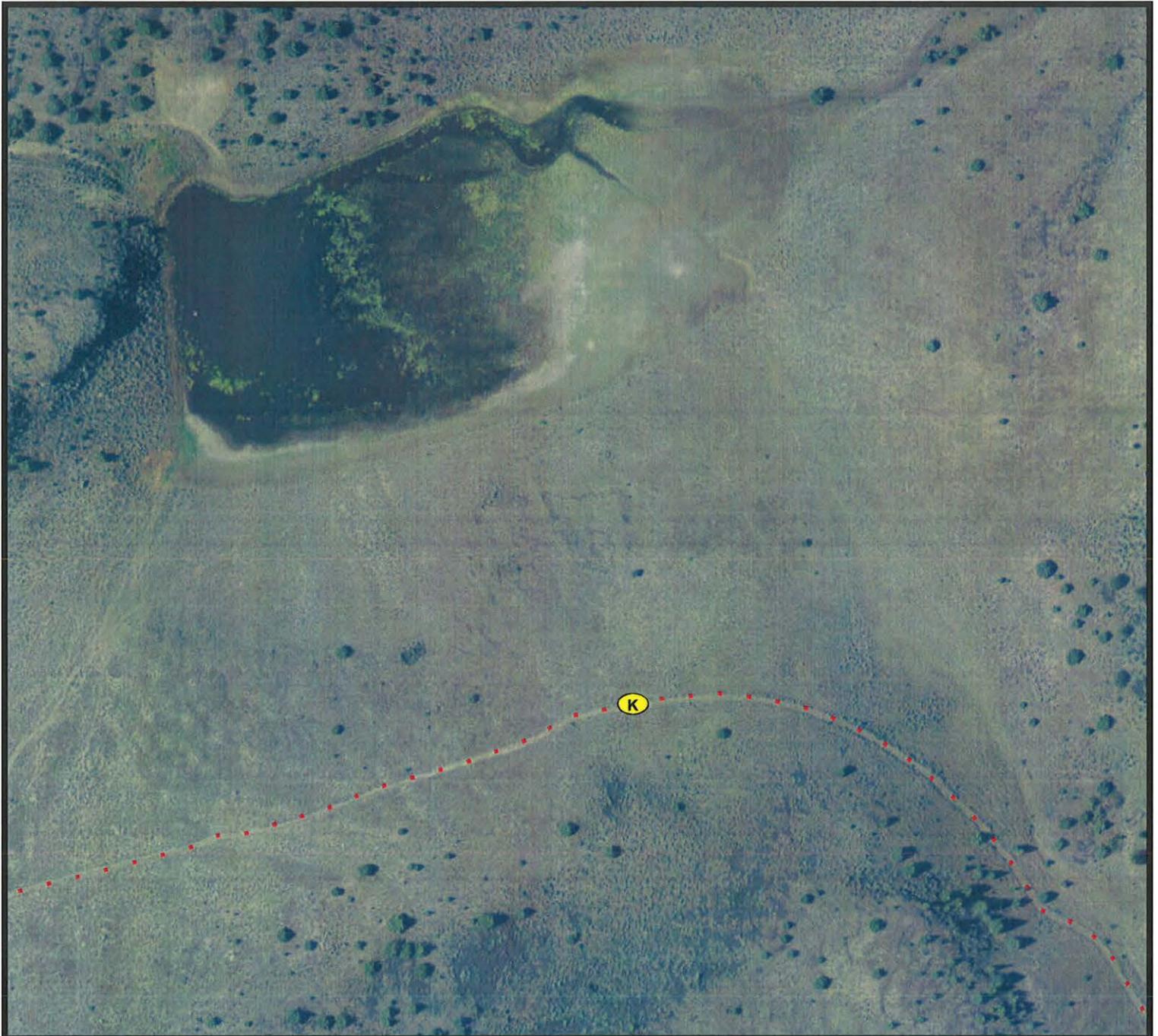
CRP-7 Alternative E-Map 31 Route Analysis

• • • Proposal to Close Road

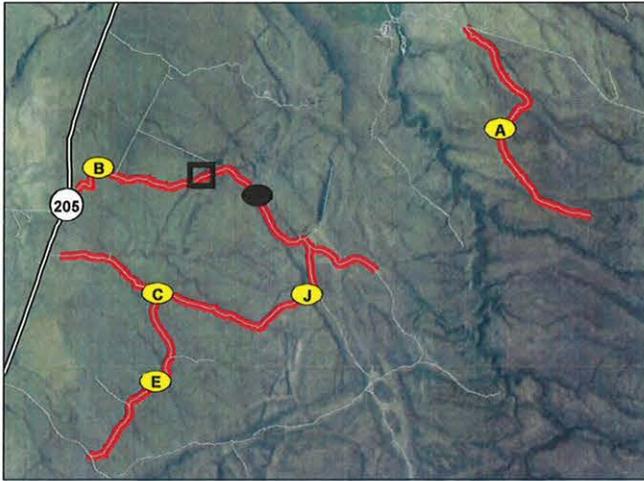
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2009 Half Meter Imagery



Overview



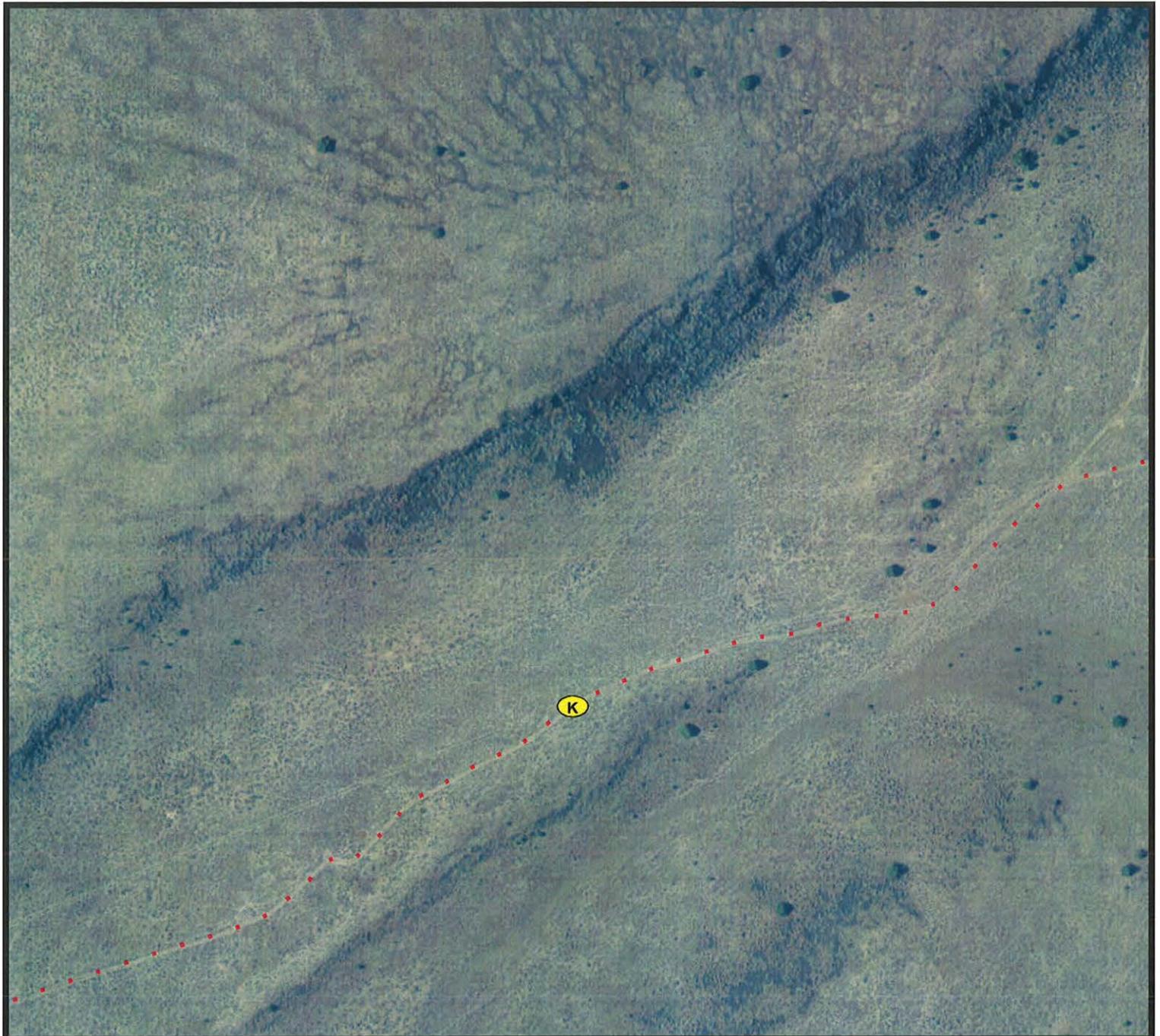
CRP-7 Alternative E-Map 32 Route Analysis

• • • Proposal to Close Road

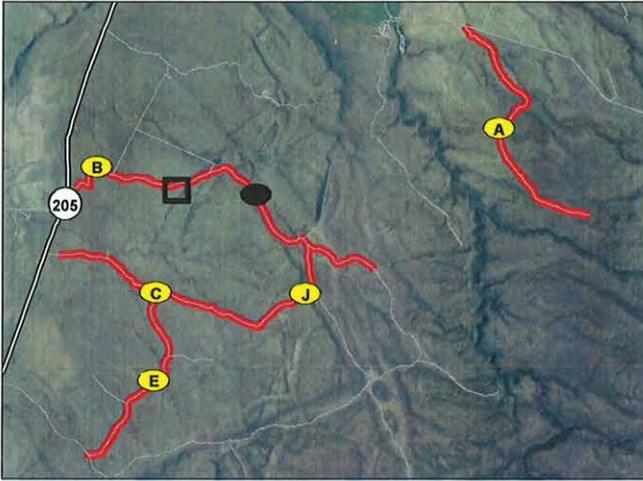
1 inch = 250 feet



2009 Half Meter Imagery



Overview



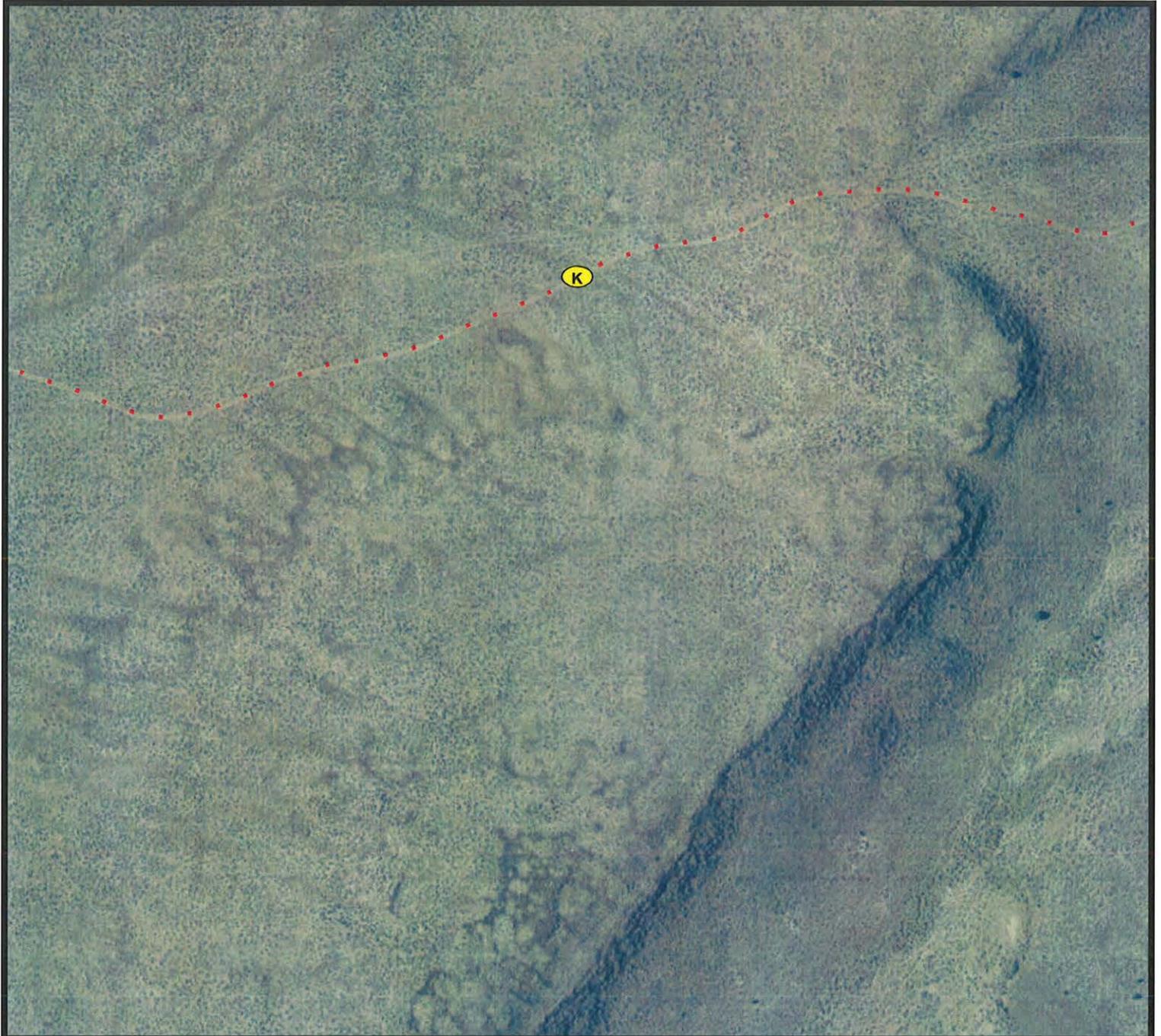
CRP-7 Alternative E-Map 33 Route Analysis

• • • Proposal to Close Road

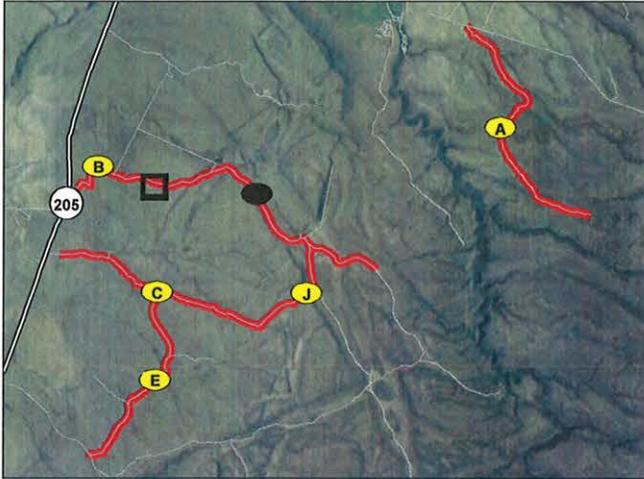
1 inch = 250 feet



2009 Half Meter Imagery



Overview



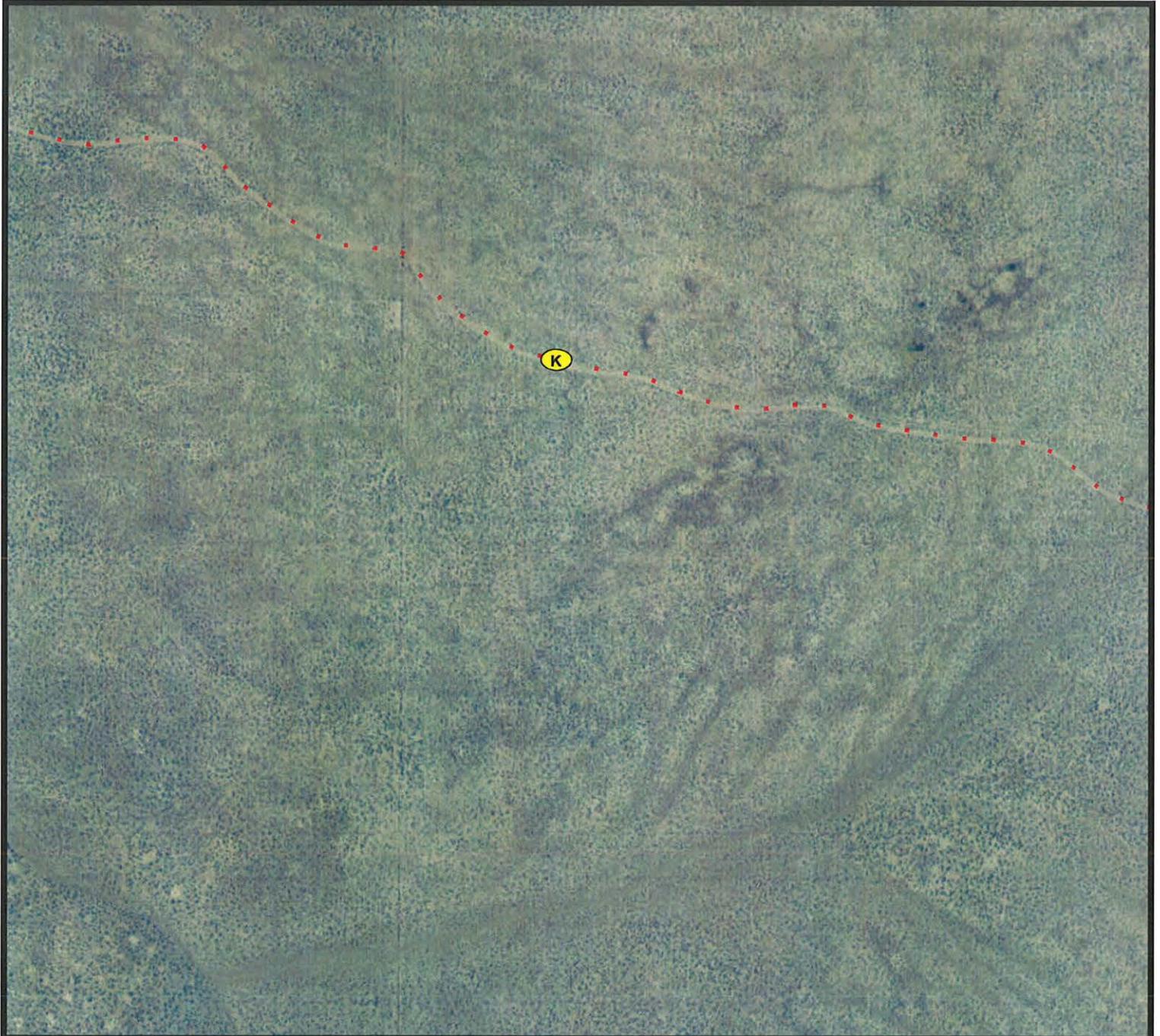
CRP-7 Alternative E-Map 34 Route Analysis

• • • Proposal to Close Road

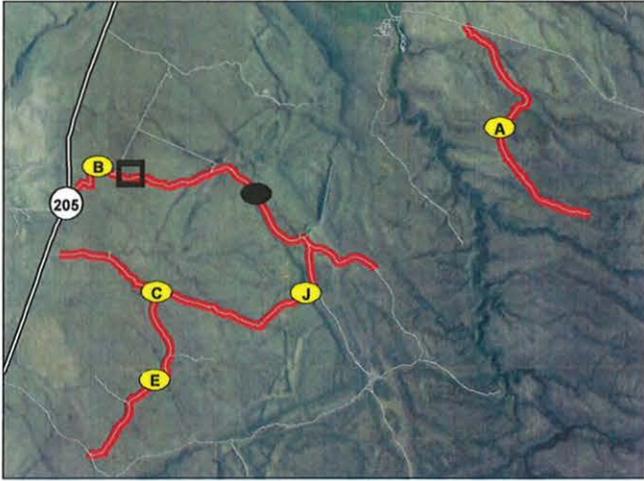
1 inch = 250 feet



2009 Half Meter Imagery



Overview



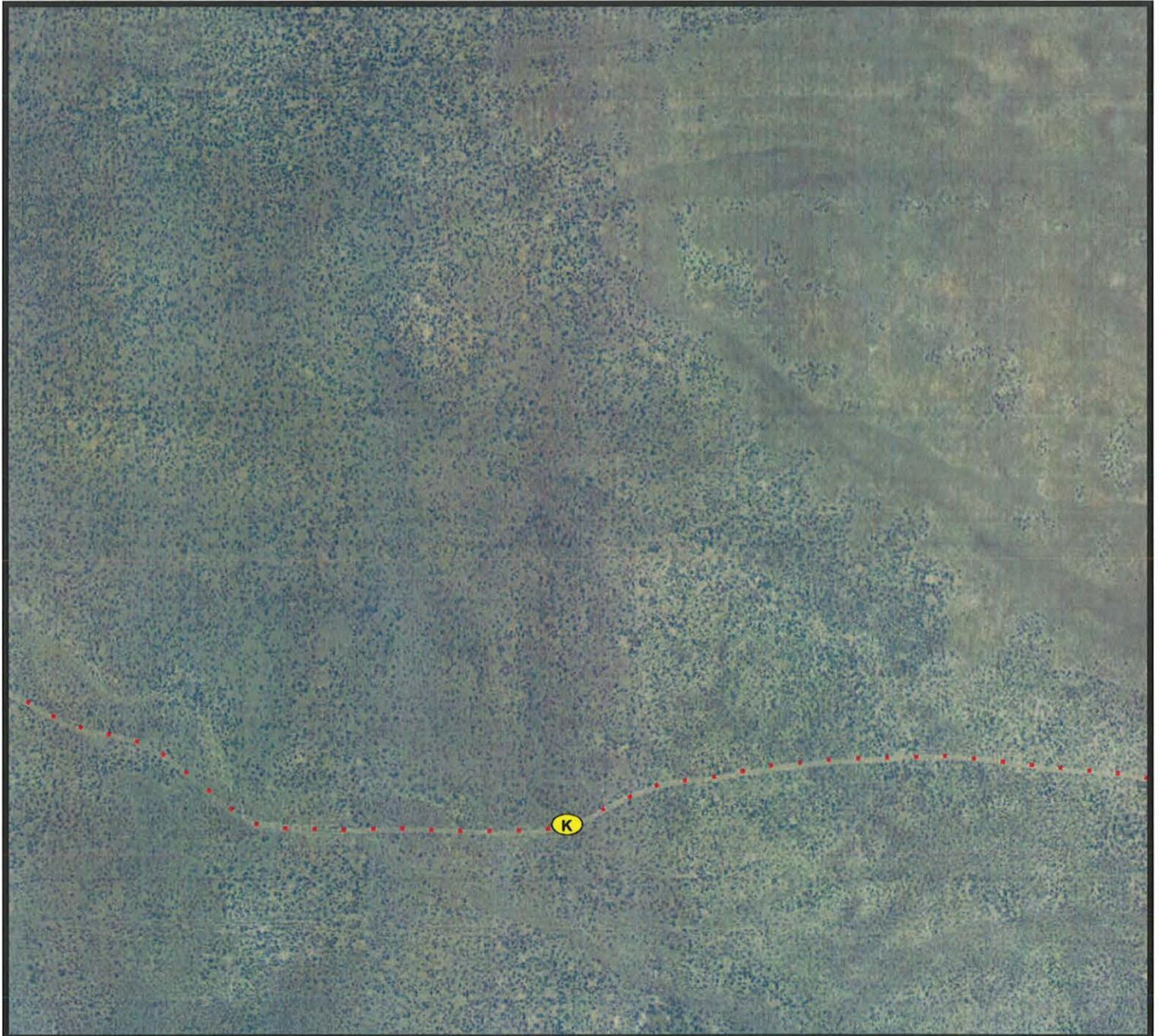
CRP-7 Alternative E-Map 35 Route Analysis

Proposal to Close Road

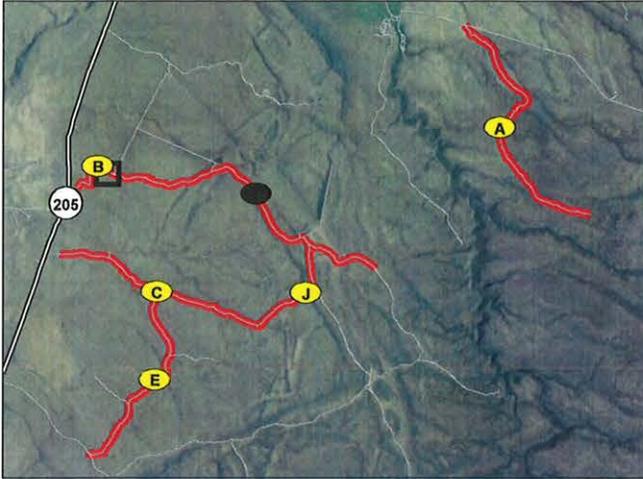
1 inch = 250 feet



2009 Half Meter Imagery



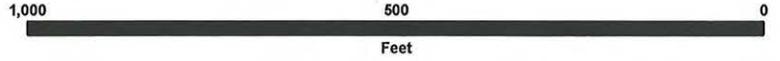
Overview



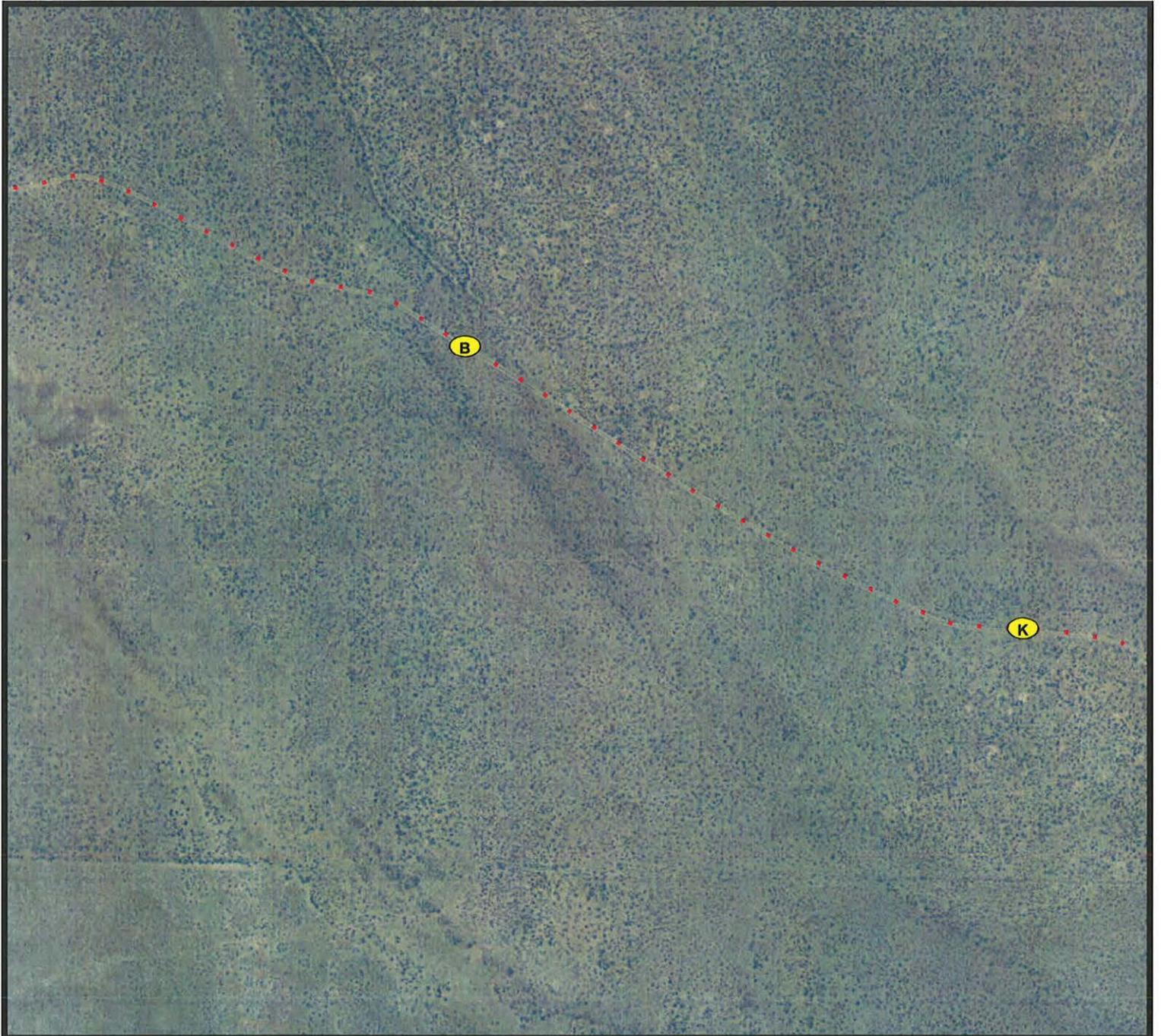
CRP-7 Alternative E-Map 36 Route Analysis

• • • Proposal to Close Road

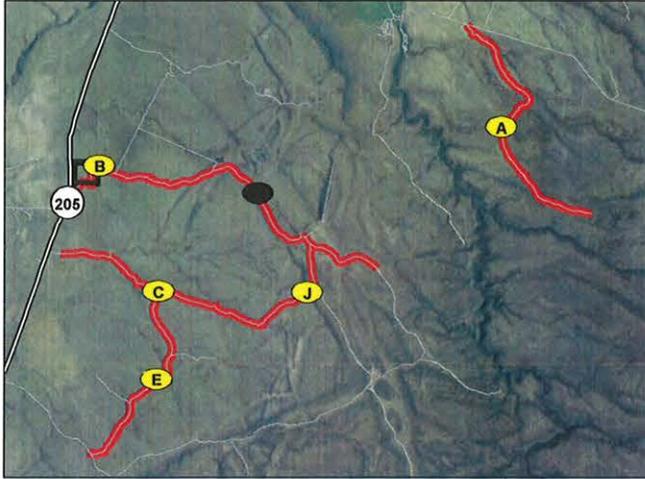
1 inch = 250 feet



2009 Half Meter Imagery



Overview



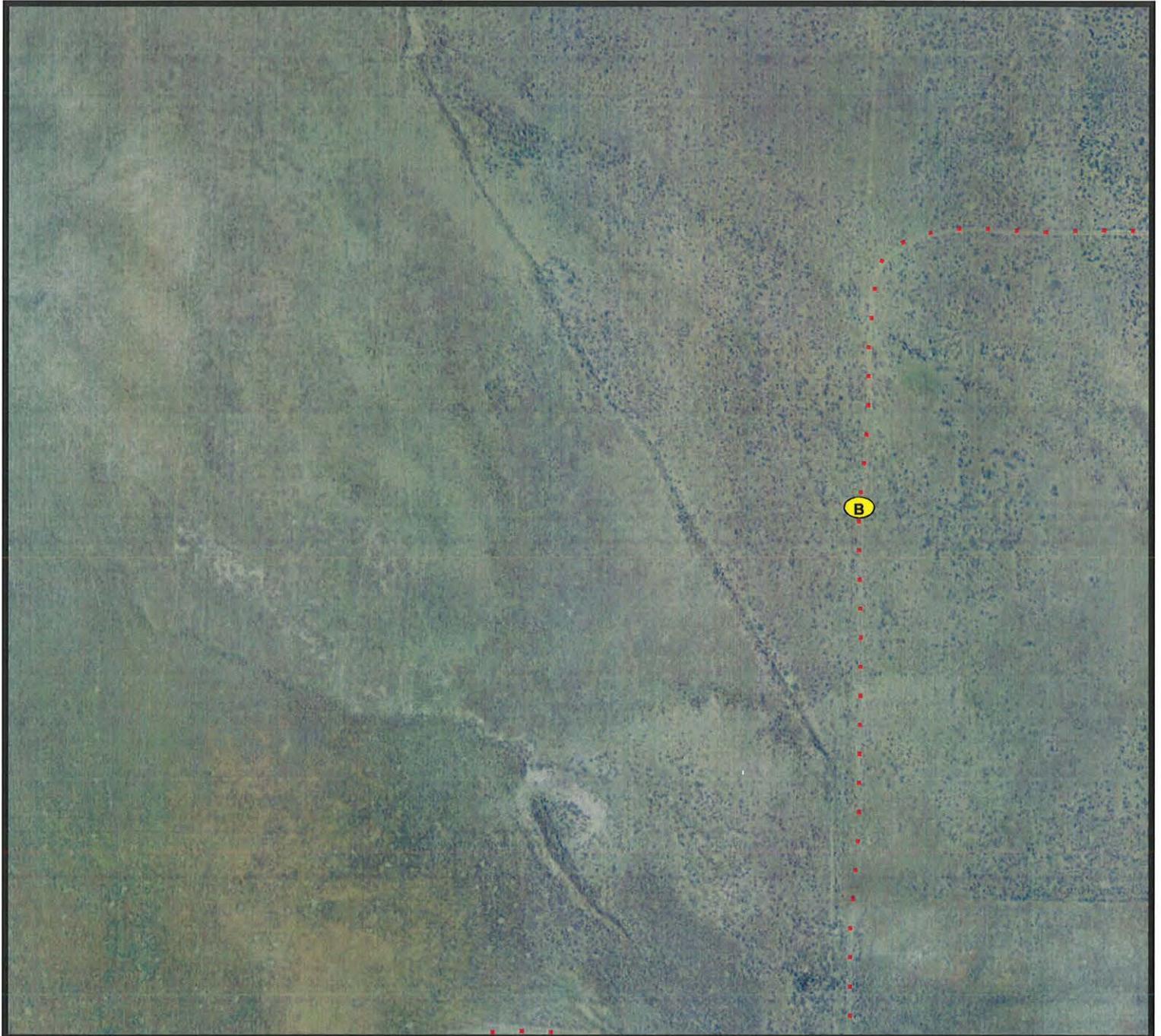
CRP-7 Alternative E-Map 37 Route Analysis

• • • Proposal to Close Road

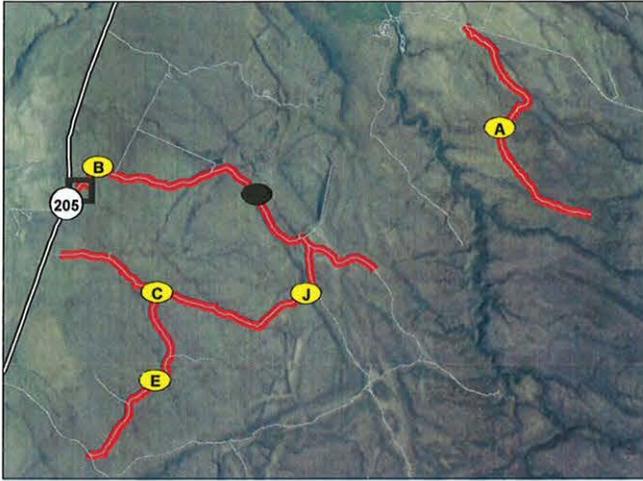
1 inch = 250 feet



2009 Half Meter Imagery



Overview



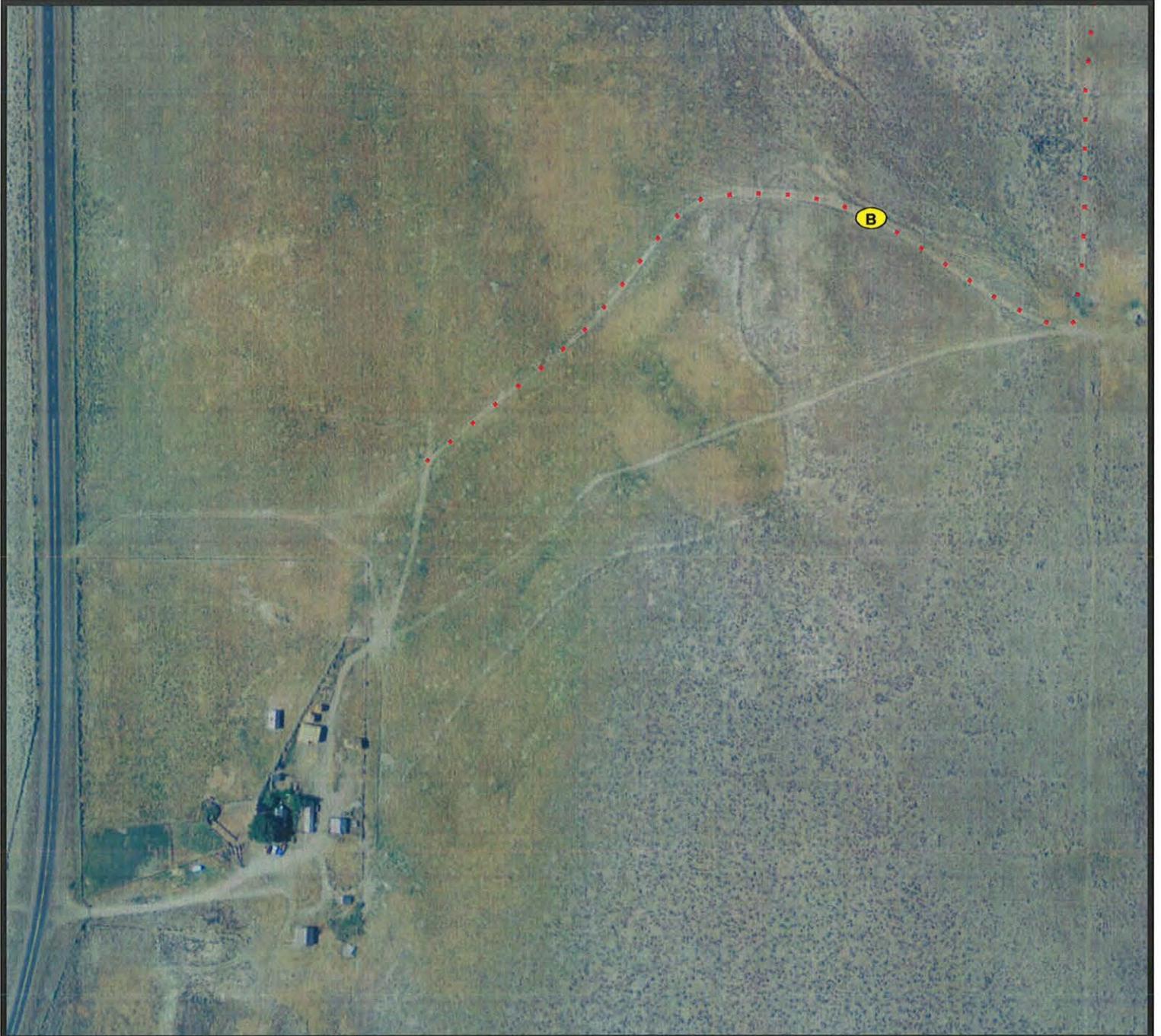
CRP-7 Alternative E-Map 38 Route Analysis

• • • Proposal to Close Road

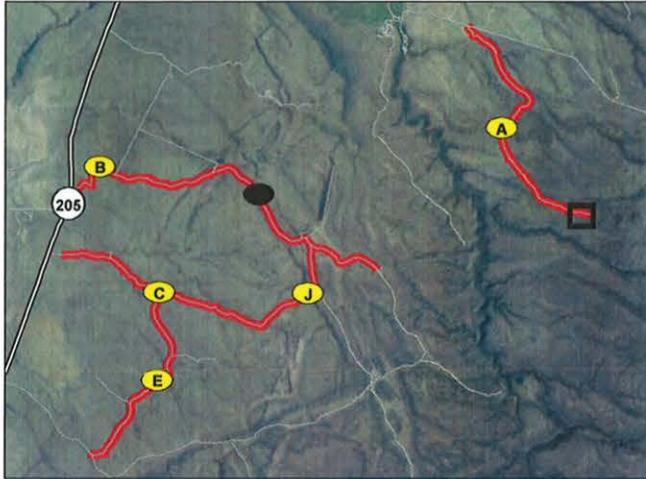
1 inch = 250 feet



2009 Half Meter Imagery



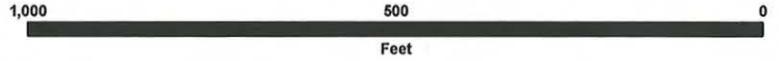
Overview



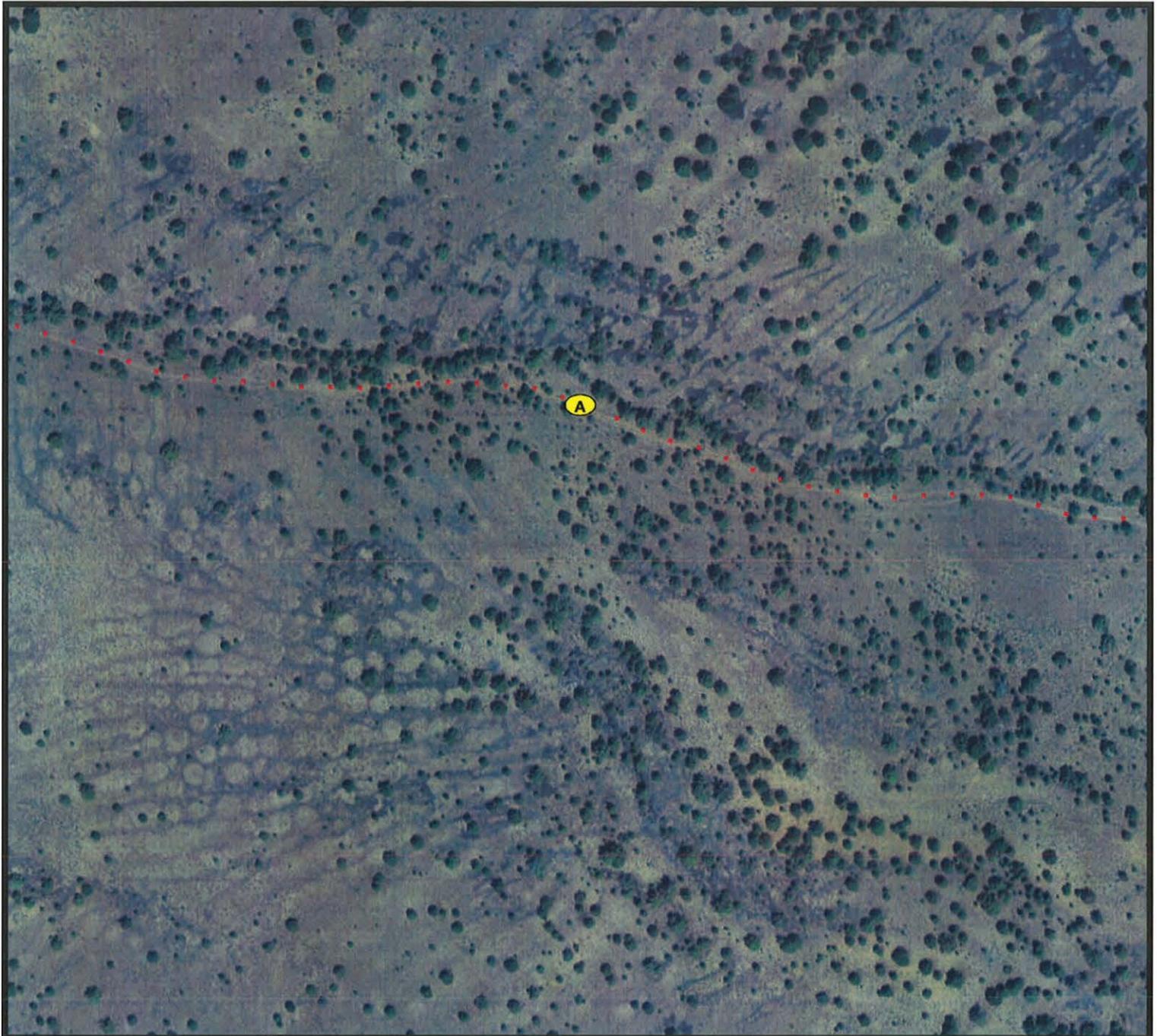
CRP-7 Alternative E-Map 39 Route Analysis

• • • Proposal to Close Road

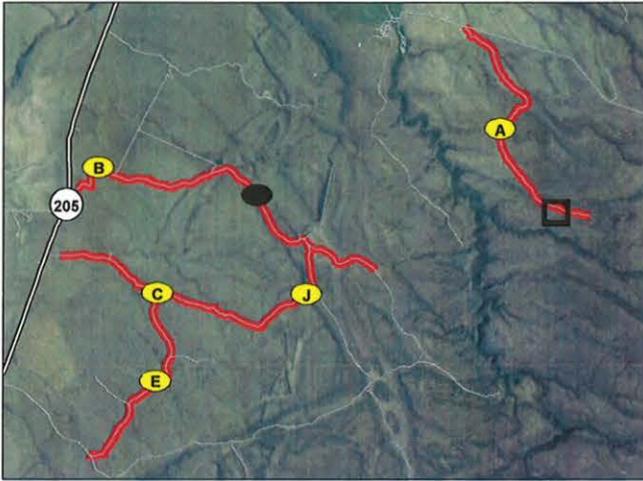
1 inch = 250 feet



2009 Half Meter Imagery



Overview



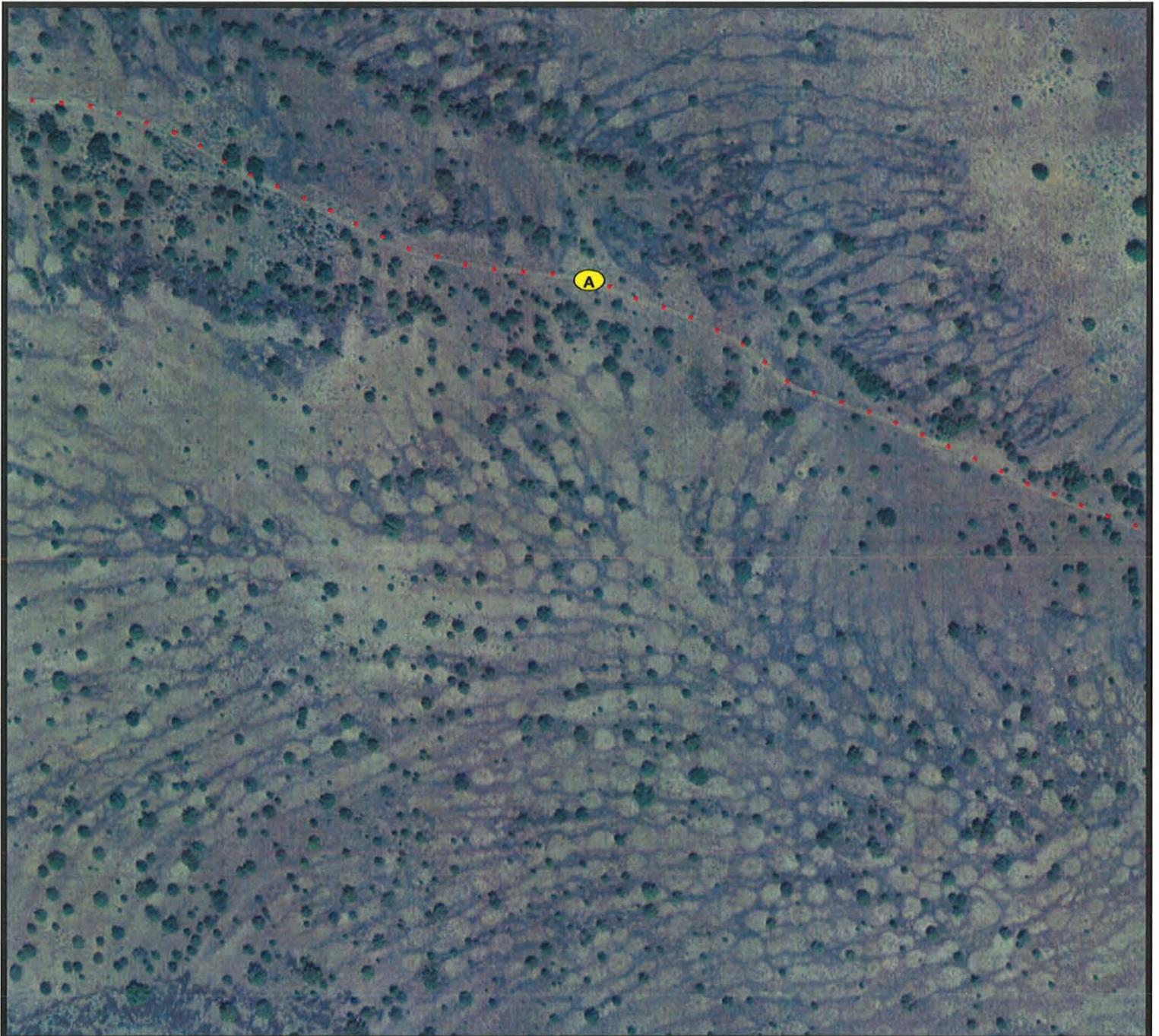
CRP-7 Alternative E-Map 40 Route Analysis

• • • Proposal to Close Road

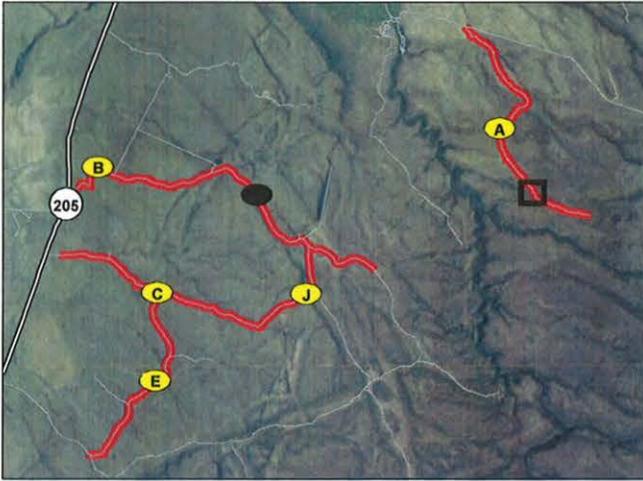
1 inch = 250 feet



2009 Half Meter Imagery



Overview



CRP-7 Alternative E-Map 41 Route Analysis

• • • Proposal to Close Road

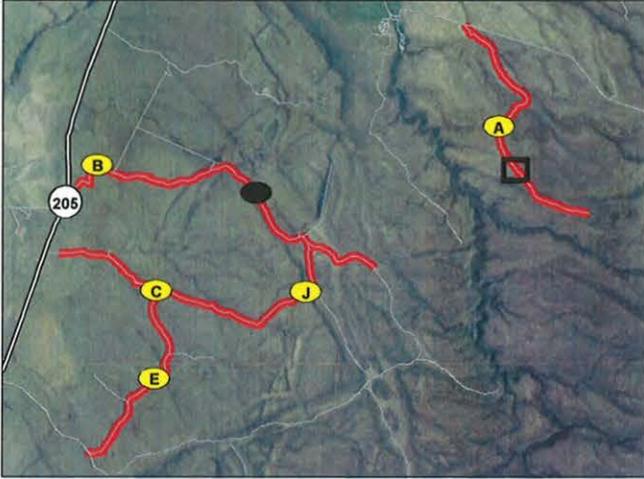
1 inch = 250 feet



2009 Half Meter Imagery



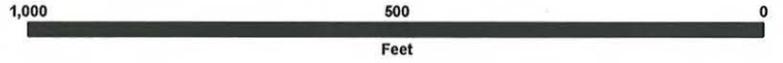
Overview



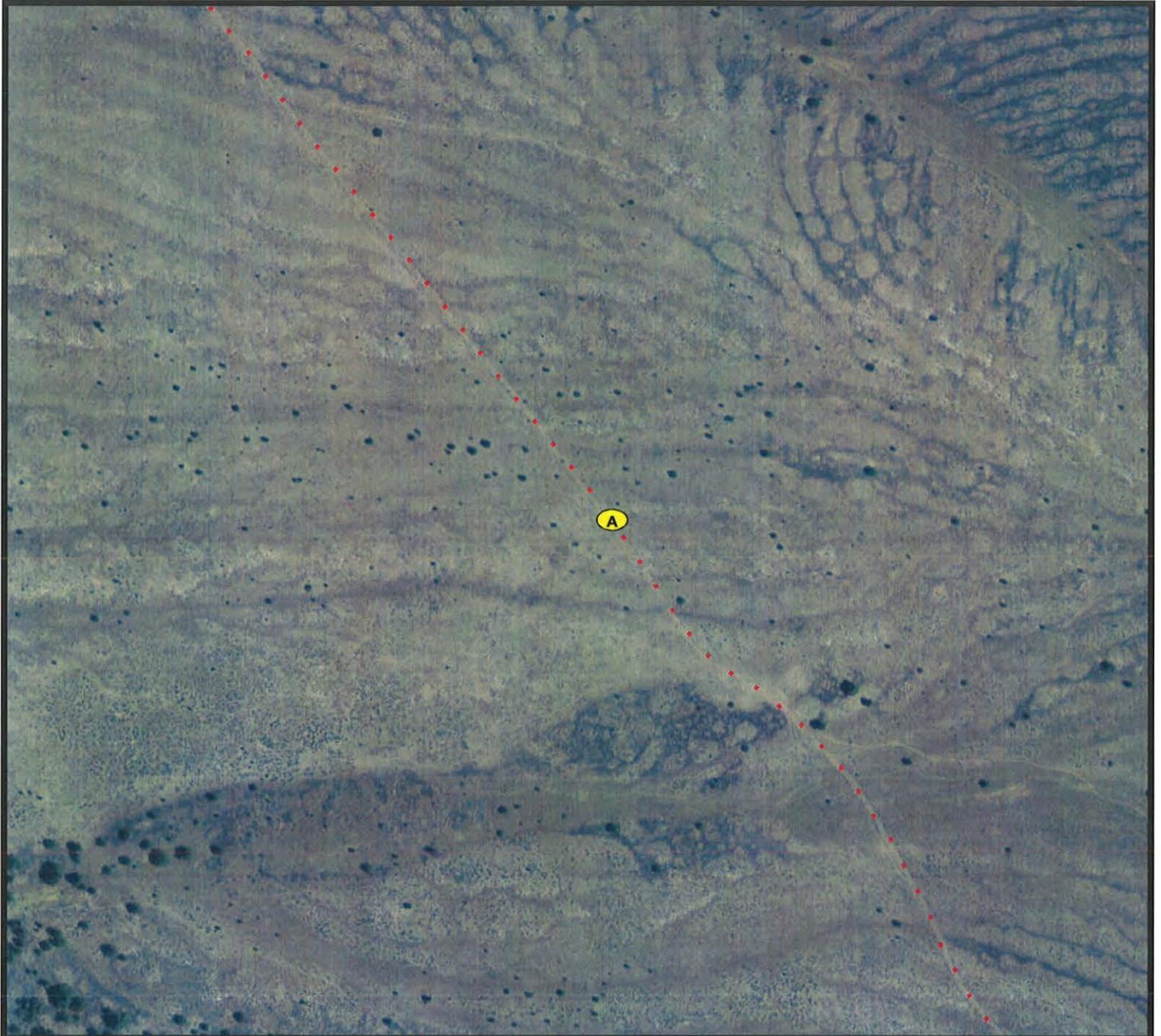
CRP-7 Alternative E-Map 42 Route Analysis

• • • Proposal to Close Road

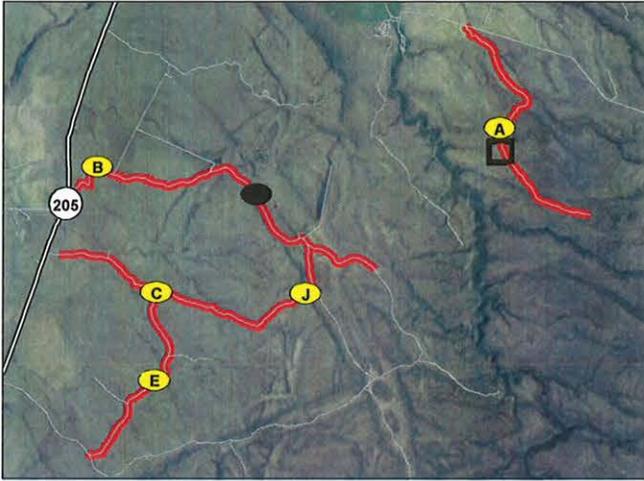
1 inch = 250 feet



2009 Half Meter Imagery



Overview



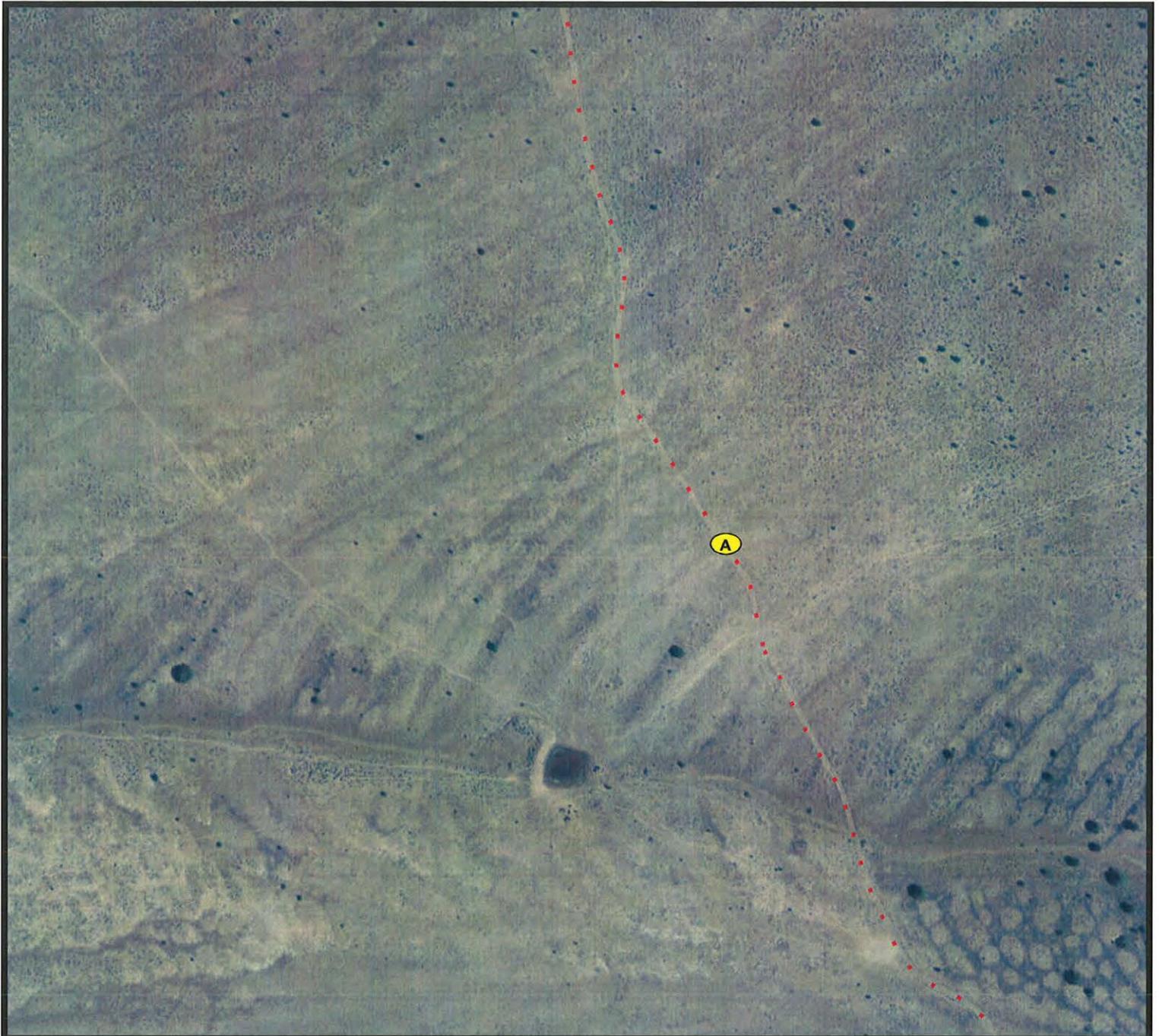
CRP-7 Alternative E-Map 43 Route Analysis

• • • Proposal to Close Road

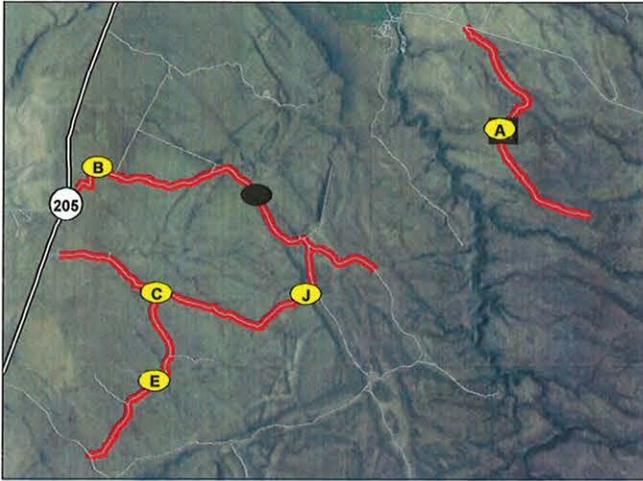
1 inch = 250 feet



2009 Half Meter Imagery



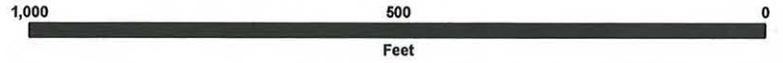
Overview



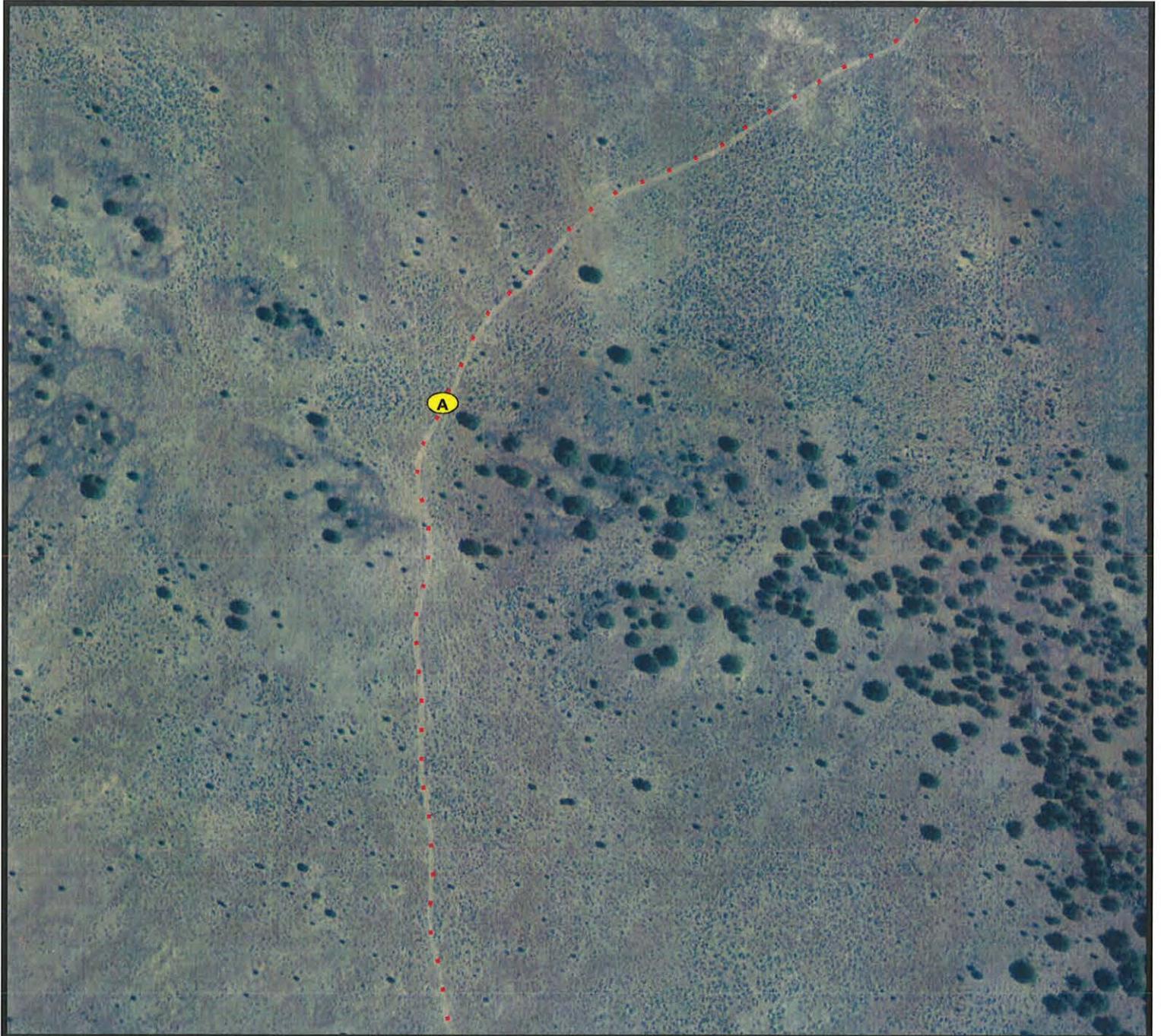
CRP-7 Alternative E-Map 44 Route Analysis

• • • Proposal to Close Road

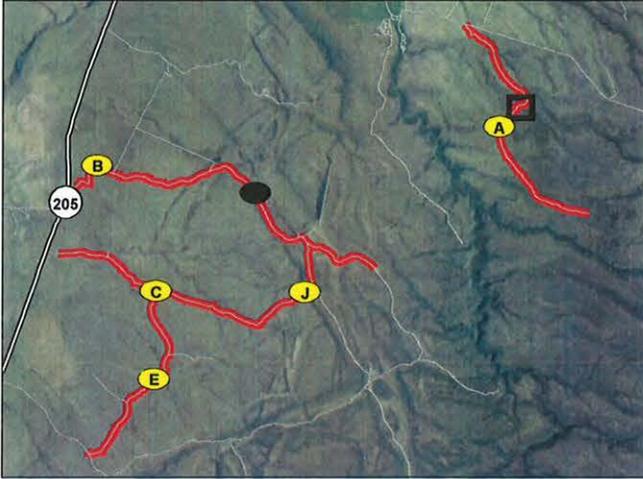
1 inch = 250 feet



2009 Half Meter Imagery



Overview



CRP-7 Alternative E-Map 45 Route Analysis

• • • Proposal to Close Road

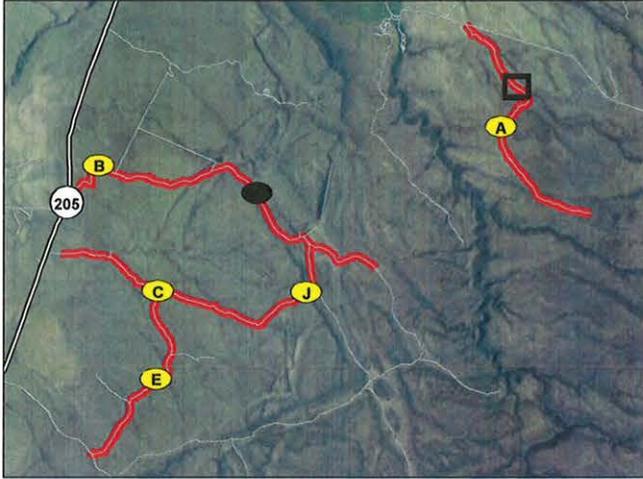
1 inch = 250 feet



2009 Half Meter Imagery



Overview



CRP-7 Alternative E-Map 46 Route Analysis

• • • Proposal to Close Road

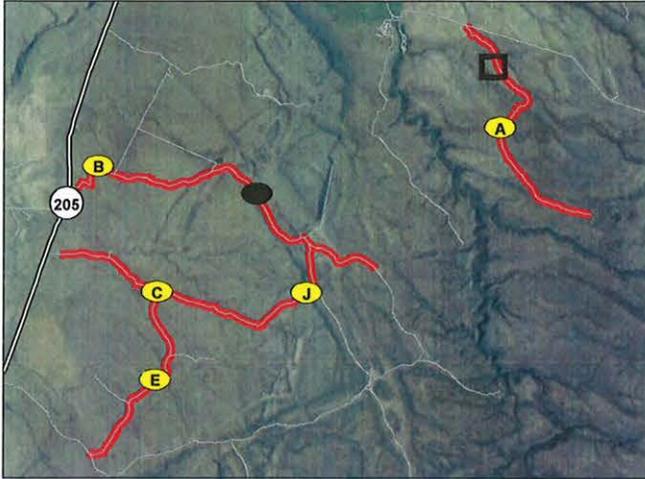
1 inch = 250 feet



2009 Half Meter Imagery



Overview



CRP-7 Alternative E-Map 47 Route Analysis

• • • Proposal to Close Road

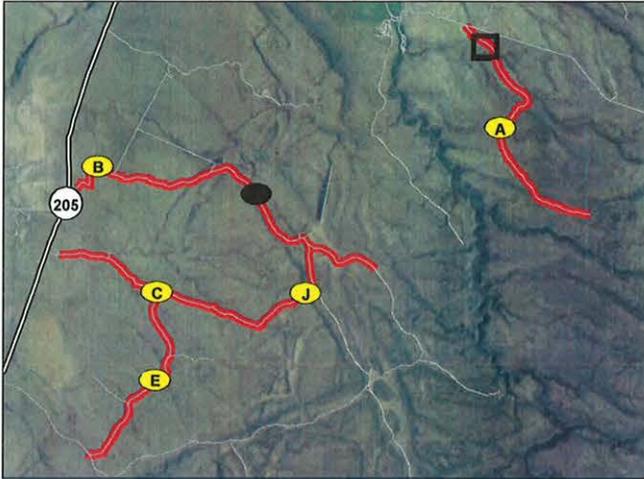
1 inch = 250 feet



2009 Half Meter Imagery



Overview



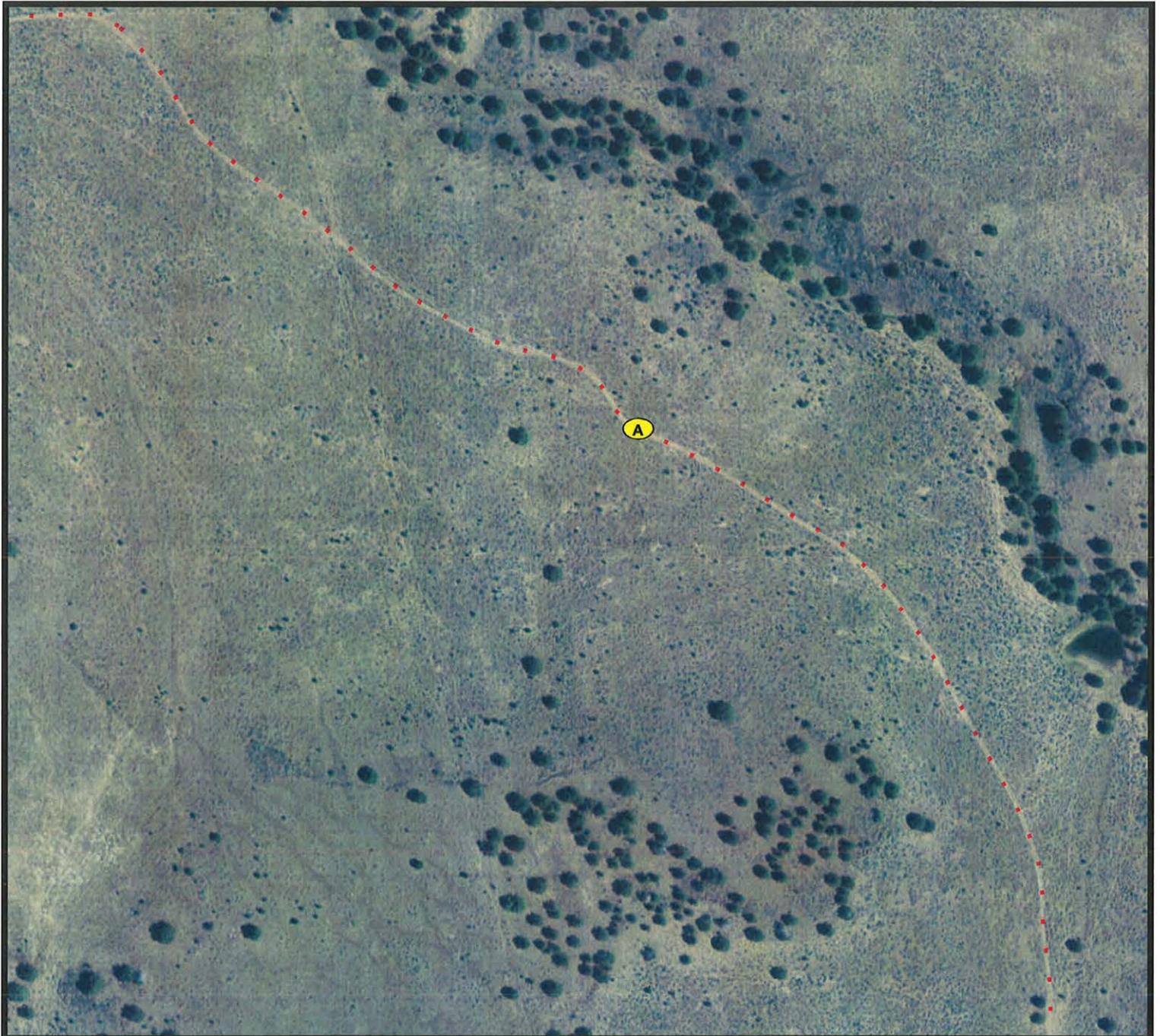
CRP-7 Alternative E-Map 48 Route Analysis

• • • Proposal to Close Road

1 inch = 250 feet



2009 Half Meter Imagery



Overview

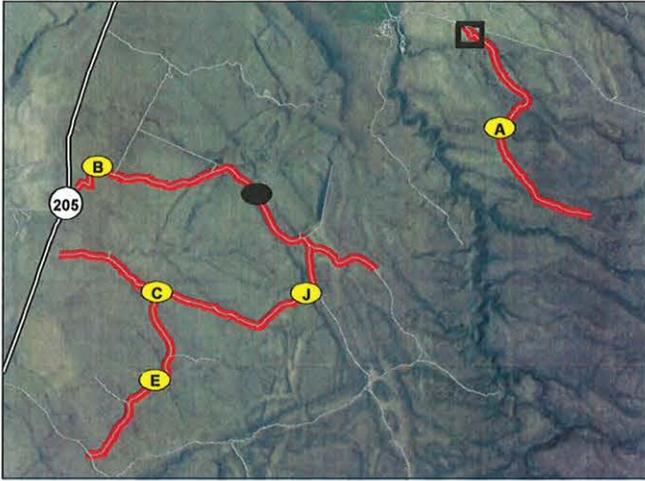
CRP-7 Alternative E-Map 49 Route Analysis

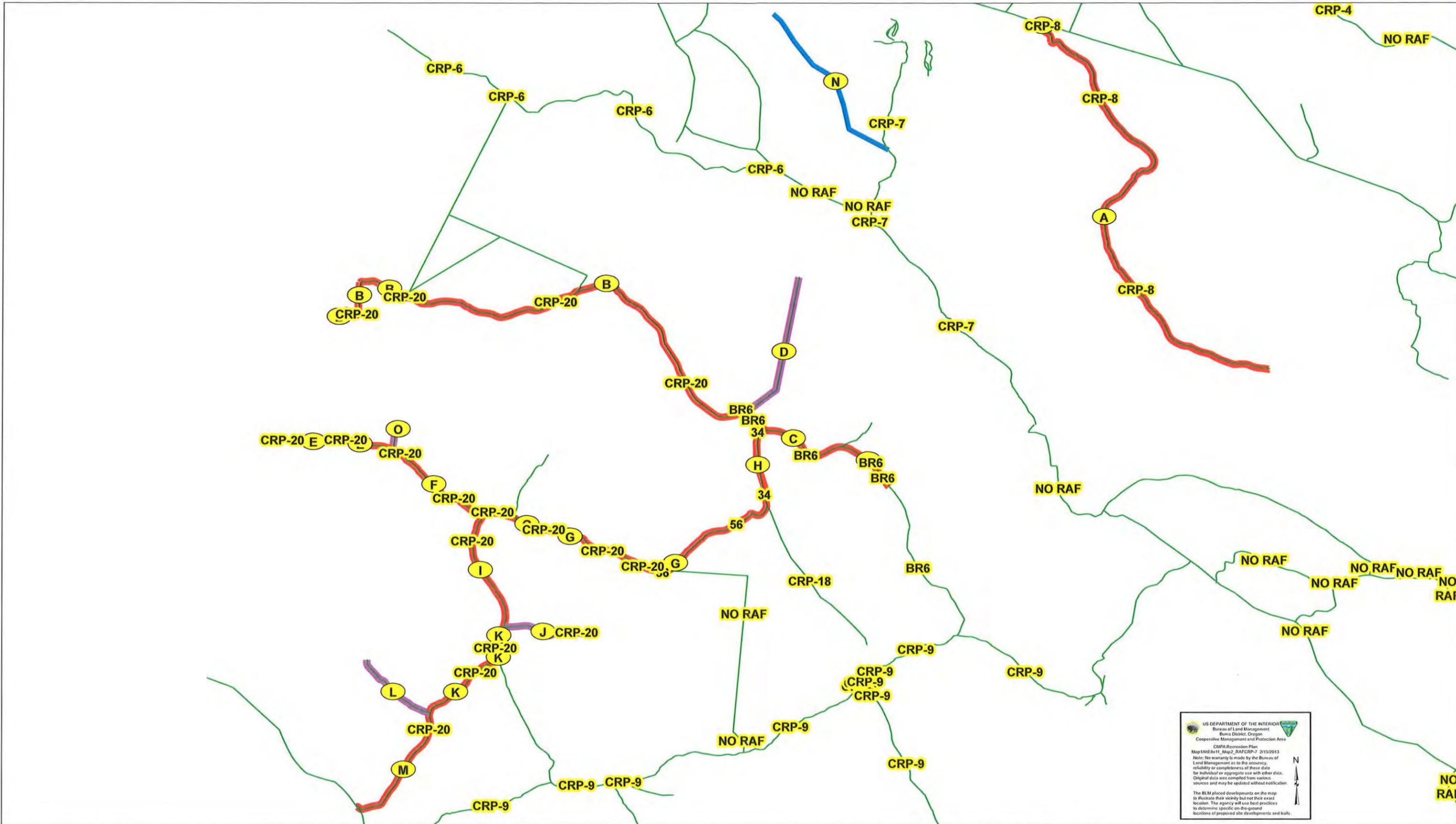
• • • Proposal to Close Road

1 inch = 250 feet



2009 Half Meter Imagery





- █ Direct Road/Way Closure
- █ Indirect Road/Way Closure
- █ Cross Country

RAF/CRP-7 Alternative E-Map 2



EA# DOI-BLMOR-B060-2009-0058-EA
CMPA Comprehensive Recreation Plan

Route Analysis

US DEPARTMENT OF THE INTERIOR
 Bureau of Land Management
 Burns District, Oregon
 Cooperative Management and Protection Area

CMPA Recreation Plan
 Map 1A/E11_1map2_RAFCRP-7_2/15/2013
 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.

The BLM placed developments on the map to illustrate their vicinity but not their exact location. The agency will use best practices to determine specific on-the-ground locations of proposed site developments and trails.

