

Louse Canyon Wilderness Inventory Unit Index of Documents  
**Twin Butte OR-036-002, 59 total pages**

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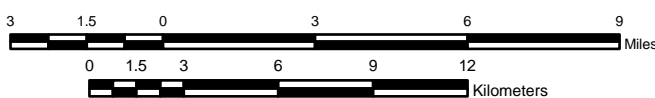
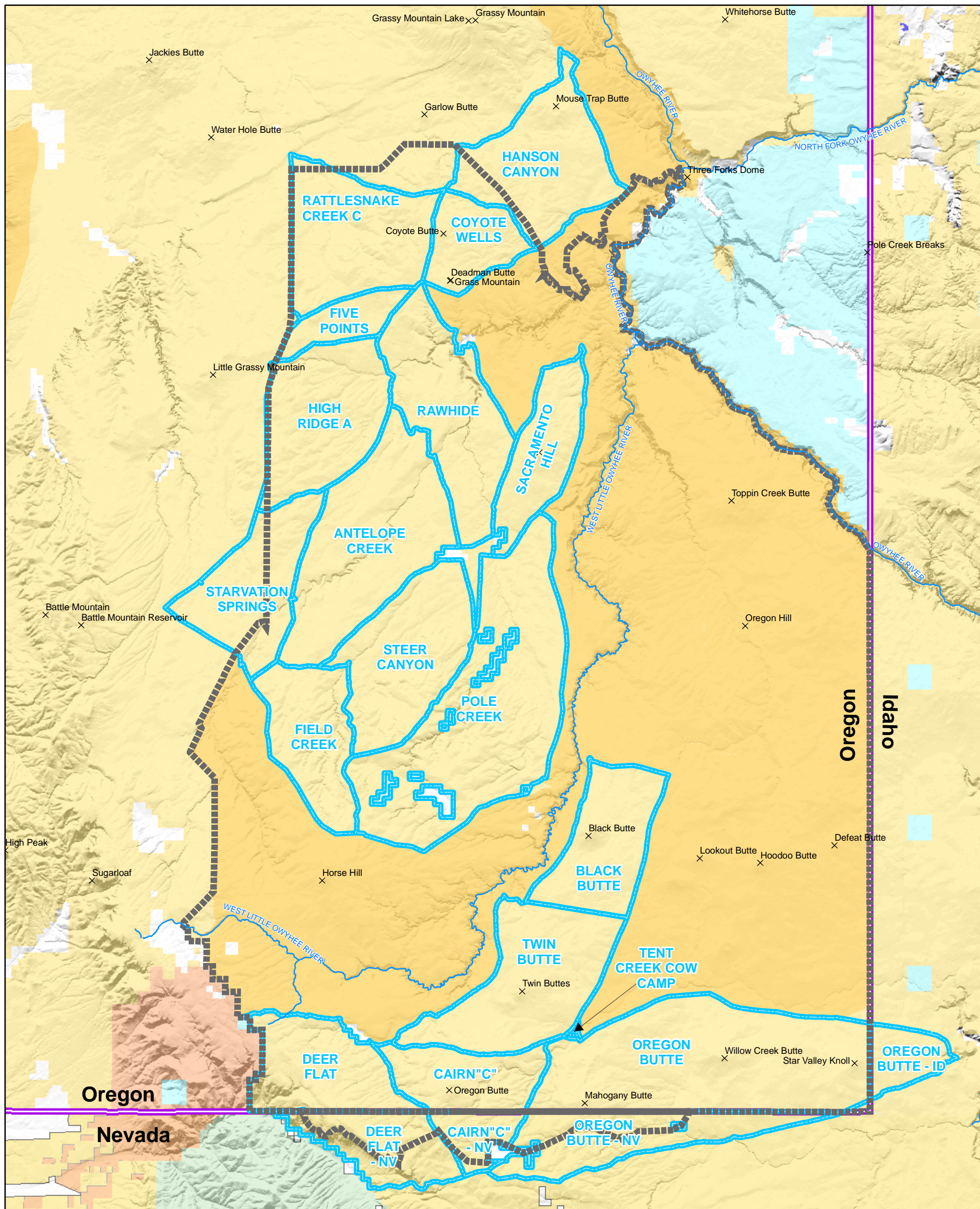
Pages 32-36: H-6300-1-Wilderness Inventory Maintenance in BLM Oregon/Washington Appendix C – Road Analysis for Twin Butte OR-036-002

Pages 37-44: H-6300-1-Wilderness Inventory Maintenance in BLM Oregon/Washington Appendix D – Photo Log and Photos for Inventory Areas: Twin Butte OR-036-002 and River Spur 6354-0-A0

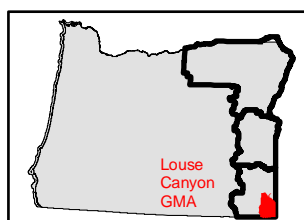
Pages 45-48: H-6300-1-Wilderness Inventory Maintenance in BLM Oregon/Washington Appendix C – Road Analysis for Twin Butte OR-036-002 (2)

Pages 49-59: H-6300-1-Wilderness Inventory Maintenance in BLM Oregon/Washington Appendix D – Photo Log and Photos for Inventory Areas: Twin Butte OR-036-002 and BLM Road 8300-6-06

# Louse Canyon GMA - BLM Wilderness Inventory Units



1:240,000



U.S. DEPARTMENT OF THE INTERIOR  
BUREAU OF LAND MANAGEMENT



VALE DISTRICT

Louse Canyon  
Geographic Management Area  
Wilderness Inventory Maintenance

October 26, 2007

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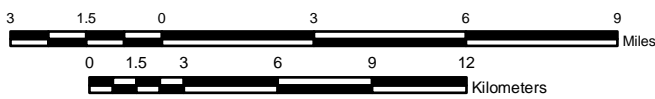
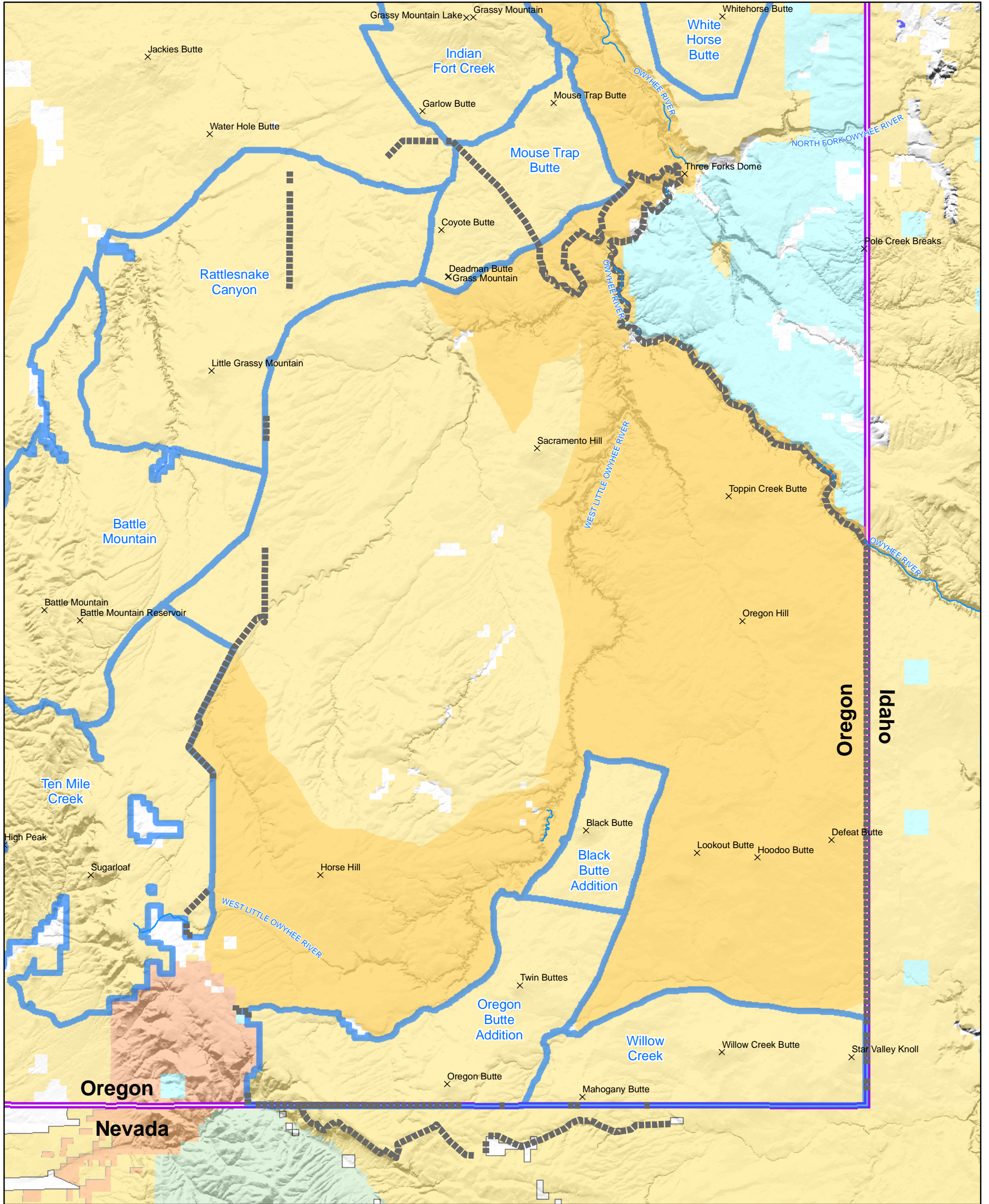
Legend

- Louse Canyon GMA Boundary
- Resource Area Boundary
- Wilderness Inventory Unit
- Wilderness Study Areas

Land Status

- Bureau of Land Management
- Forest Service
- Bureau of Indian Affairs
- Other Federal Lands
- Private
- State

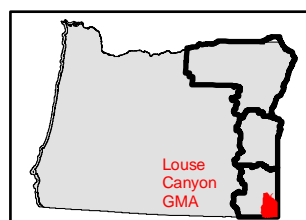
# Louse Canyon GMA - Oregon Natural Desert Association Proposed Wilderness Study Areas



1:240,000

- Legend**
- Louse Canyon GMA Boundary
  - Resource Area Boundary
  - ONDA Units
  - Wilderness Study Areas

- Land Status**
- Bureau of Land Management
  - Forest Service
  - Bureau of Indian Affairs
  - Other Federal Lands
  - Private
  - State



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**H-6300-1-WILDERNESS INVENTORY MAINTENANCE  
IN BLM OREGON/WASHINGTON**

**APPENDIX B – INVENTORY AREA EVALUATION**

**Year: 2007 Inventory Unit Name/Number: Twin Butte OR-036-002**

**FORM 1**

**DOCUMENTATION OF BLM WILDERNESS INVENTORY FINDINGS ON RECORD:**

1) **Is there existing BLM wilderness inventory information on all or part of this area?**

Yes  X  No  \_\_\_

**A.) Inventory Source(s)**

(X) Denotes all applicable BLM inventory files, printed maps, or published BLM Decision documents with information pertaining to this unit.

**Wilderness Inventories**

- (X) 1978 - *BLM Wilderness Inventory Units OR-03-14-02 and OR-03-14-04* (unpublished BLM documents stored in 6-way case files).
- (X) April 1979 - *Proposed Initial Inventory – Roadless Areas and Islands Which Do Not Have Wilderness Characteristics* (yellow book).

**Wilderness Decision Documents**

- (X) August 1979 - *Wilderness Review – Initial Inventory: Final Decision on Public Lands Obviously Lacking Wilderness Characteristics, Oregon and Washington* (green book) Star Valley 3-188 and Twin Butte 3-190.
- ( ) October 1979 - *Wilderness Review – Intensive Inventory: Oregon, Proposed Decision on the Intensive Wilderness Inventory of Selected Areas* (grey book).
- (X) March 1980 - *Wilderness Review – Intensive Inventory: Final Decisions on 30 Selected Units in Southeast Oregon and Proposed Decisions on Other Intensively Inventoried Units in Oregon and Washington* (orange book) Star Valley 3-188.
- ( ) November 1980 - *Wilderness Inventory – Oregon and Washington, Final Intensive Inventory Decisions* (brown book).
- ( ) November 1981 - *Stateline Intensive Wilderness Inventory Final Decision, Oregon, Idaho, Nevada, Utah* (tan pamphlet).

**B.) Inventory Unit Name(s)/Number(s)**

- BLM unpublished file OR-03-14-02 and OR-03-14-04 (1978); Star Valley 3-188 and Twin Butte 3-190 (August 1979 – *Wilderness Review – Initial Inventory: Final Decision on Public Lands Obviously Lacking Wilderness Characteristics, Oregon and Washington* (green book).

**C.) Map Name(s)/Number(s)**

- (X) Final Decision – Initial Wilderness Inventory Map August 1979 (Star Valley 3-188 and Twin Butte 3-190)
- ( ) Proposed Decision Intensive Wilderness Inventory of Selected Areas Map October 1979
- (X) Intensive Wilderness Inventory Map March 1980 (Star Valley 3-188)
- ( ) Intensive Wilderness Inventory, Final Decisions Map November 1980
- ( ) November 1981 *Stateline Intensive Wilderness Inventory Final Decision, Oregon, Idaho, Nevada, Utah* (tan pamphlet)

**D.) BLM District(s)/Field Office(s)**

- Vale District/Jordan Resource Area

**2) BLM Inventory Findings on Record:**

Unit#/Name	Size (acres)	Natural Condition	Outstanding Solitude	Outstanding Primitive & Unconfined Recreation	Supplemental Values
Twin Butte 3-190	7,098	Y	N	N	N
Portion not included in from OR-03-14-04 (Twin Butte)	1,303	Y	N	N	N
Star Valley 3-188	9,765	Y	N	N	N
Portion not included in OR-03-14-02 (Star Valley)	560	Y	N	N	N
<b>Total acres&gt;&gt;</b>	<b>18,726</b>				

## FORM 2

### DOCUMENTATION OF CURRENT WILDERNESS INVENTORY CONDITIONS:

Inventory Unit Name/Number: Twin Butte OR-036-002

For this exercise BLM refers to the unit as 2007 Twin Butte OR-036-002. A citizen wilderness proposal provided by Oregon Natural Desert Association (ONDA) received February 2004 identified BLM unit OR-036-002 as a portion of their proposal known as the "Oregon Butte proposed WSA Addition." ONDA feels that the citizen proposal presents new information that documents wilderness criteria and therefore qualifies the area for interim protection as a Wilderness Study Area. The Oregon Butte proposed WSA Addition also includes BLM unit OR-036-003 and BLM unit OR-036-005.

**1) Is the unit of sufficient size?**

Yes X No     

Unit OR-036-002 is comprised of 18,754 acres in Oregon, meeting the size criteria. BLM combined unit 3-188 (Star Valley) with unit 3-190 (Twin Butte) because of a route designation change between the units (refer to the attached Road 8300-6-06 analysis form). BLM also added 1,303 additional acres from unit OR-03-14-04 (Twin Butte) and 560 additional acres from unit OR-03-14-02 (Star Valley) that were in the initial inventory but not included in The Twin Butte or Star Valley units because of original road designations and acreage. BLM determined that route 8300-6-06 separating original inventory units 3-188 and 3-190 did not meet the road definition and is now designated as a motorized primitive trail. The 18,754 total acres that comprise the OR-036-002 unit as shown in Form 2 differ slightly from the 18,726 total acres listed for this unit in Form 1. Acreage for unit OR-036-002 in Form 2 is calculated from BLM GIS information while the 18,726 acres in Form 1 was either not calculated properly or resulted from a rounding error from methods and maps used in the initial 1978 inventory.

**Description:**

The boundaries of this unit are identified as BLM road number 6350-0-00 on the north side and east side, BLM road 6354-0-00 on the south side, and BLM road 6354-0-A0 on the west side. Periodic maintenance of the 46.8 miles of boundary roads has occurred in the past (no confirmed dates available) and they are used regularly by ranchers (as observed by current BLM staff) and BLM employees for livestock management. Refer to map 2007\_Twin\_Butte\_OR\_036\_002.pdf for the unit boundary. The citizen wilderness proposal boundaries for unit OR-036-002 differ from BLM's by including areas that now consist of BLM new inventory units OR-036-003 and OR-036-005. ONDA combined the three BLM inventory units into their Oregon Butte proposed WSA Addition because they do not recognize the northern and western boundary roads of BLM unit Cairn C OR-036-003 as meeting the definition of a road. The northern boundary road of the Cairn C OR-036-003 unit is the southern boundary of the Twin Butte OR-036-002 unit. BLM does not agree with their road determination and has explained why the route between the two BLM units does meet the definition of a road, in the BLM road analysis form 6354-0-00. BLM also disagrees (BLM Road 6354-0-A0 analysis form) with ONDA's determination that because BLM road 6354-0-A0 does not meet the definition of a road, the Twin Butte unit is contiguous with the Upper West Little Owyhee WSA.

**2) Is the unit in a natural condition?**

Yes X No

**Description:**

Human imprints within the unit include three earthen reservoirs, 1.6 miles of livestock fence, and a previously maintained landing strip. The airstrip included within this unit is not officially recognized by the Federal Aviation Administration (FAA). It was probably used for rangeland development purposes in the past. The newly defined unit also includes eight motorized primitive trails that total 19.95 miles in length. Of the 19.95 trail miles, 8.5 miles are in close proximity to each other, contributing to possible contact with other users while passing through the unit. The frequency of contact is projected to be low however, because of the sporadic use of some of the trails. The fenceline and remaining motorized primitive trails are to some extent unnoticeable because of the fairly flat rolling terrain and partial screening by sagebrush within the unit.

The unit exhibits a near-natural condition throughout because fencelines generally blend in with the waist-high big sagebrush and the motorized primitive trails are few widely scattered and are also partially affected by vegetative screening. Two of the three spring developments are substantially unnoticeable also because of both vegetation and terrain screening and their small size. Overall, the area appears to be primarily affected by the forces of nature with the imprint of human activity substantially unnoticeable. Refer to map 2007\_Twin\_Butte\_OR\_036\_002A.pdf for human imprints.

**3) Does the unit have outstanding opportunities for solitude?**

Yes  No

**Description:**

Unit OR-036-002 is approximately 6 miles in length and 4 to 5 miles in width from its northern boundary to near the southern boundary where it becomes irregular in shape and about 6 miles wide. The majority of the unit consists of a nearly flat open sagebrush plateau. Twin Butte provides the only variation in topographic relief in the unit. The headwaters of Toppin Creek emanate from Twin Butte and flow to the north through the unit. Toppin Creek drainage within the unit travels through broad open sagebrush flats with a uniform gentle gradient containing no canyons, deep depressions, or vegetation which would provide locations for solitude.

Topographic relief is minimal within the unit with elevations ranging from about 5,630 mean sea level (msl) along the northeastern boundary and rising to the southwest to about 6,060 (msl) with the top of Twin Butte at 6,078 feet (msl). Elevation changes in most of the unit traversing from north to south or from east to west are gradual and average about 40-60 feet per mile. The unit provides limited vegetative screening, consisting of broad expanses of low and big sagebrush with little opportunity for solitude. Because of the existing 19.95-mile network of motorized primitive trails and the minimal affect of vegetative or topographic screening, BLM unit OR-036-002 does not provide outstanding opportunities for solitude.

A citizen's wilderness proposal (ONDA, February 2004) includes unit OR-036-002 as a contiguous area with previously BLM-identified inventory units Deer Flat (BLM unit OR-036-005) and Cairn C (BLM unit OR-036-003) in their Oregon Butte proposed WSA Addition. BLM has concluded that the three units are not contiguous because they are separated by existing routes that meet the definition of a road (refer to BLM road 6354-0-00 and 8300-6-01 road analysis forms). Because of the Oregon Butte proposed WSA Addition's larger size, configuration, proposed contiguous roadless areas, and a diversity of natural features, ONDA concludes that the area has outstanding opportunities for solitude.

**4) Does the unit have outstanding opportunities for primitive and unconfined recreation?**

Yes \_\_\_ No X

**Description:**

Opportunities for primitive and unconfined types of recreation are available in the unit. However, opportunities for activities such as hiking, backpacking, hunting, wildlife viewing, horseback riding, and photography are not outstanding because the unit lacks scenic quality, diversity of landforms, and challenging terrain. Twin Butte and drainage depressions are the only topographic features in the unit that alters the otherwise near flatness of the terrain. The present inventory agrees with the 1978 inventory that determined the unit lacks exceptional scenery and a diversity of landforms that would result in a strong attraction to the unit for any type of primitive recreation activity. Backpacking across the unit could be a monotonous experience with no change in hiking conditions or scenery. There are no unique photographic opportunities in the unit. Despite the unit's size, the lack of scenic quality and lack of diversity of landforms render the opportunities for primitive and unconfined recreation less than outstanding. Although wildlife viewing opportunities have been identified as a recreational value within this unit, they are not considered to be outstanding by the inventory team.

Citizens promoting the Oregon Butte proposed Addition have presented two scenic photographs (WA78, 121) as evidence of outstanding opportunity for hiking, photography, and sightseeing in the Twin Butte OR-036-002 unit. Photographs WA78 and WA121 are views taken from the northern and southern boundary roads respectively of BLM unit OR-036-002. Photograph WA78 is an excellent representation of the broad expanse of sagebrush cover throughout the unit that lacks diversity of topographic or vegetation screening within the unit. In the background of the picture and outside of the unit are the Santa Rosa Mountains located in Nevada. Photograph WA121 is a view north from the southern boundary road of the unit that also indicates the lack of topographic or vegetation diversity within the unit. By definition "An area may possess outstanding opportunities for a primitive and unconfined type of recreation either through the diversity in the number of primitive and unconfined recreational activities possible in the unit, or the outstanding quality of one opportunity." The inventory team has determined that unit OR-036-002 does not contain any outstanding opportunities or outstanding qualities for primitive and unconfined recreation because of the limited extent of diverse land forms.

**5) Does the unit have supplemental values?**

Yes X No \_\_\_

**Description:**

With some minor exceptions, the ecological integrity of rangeland in this unit has been largely unaffected by the combined impacts of wildfire and invasive, non-native plants such as cheatgrass. This means the area possesses wildlife habitat supplemental values for sagebrush-dependent species of BLM management importance including pygmy rabbit, sagebrush vole, greater sage-grouse, Brewer's sparrow, black-throated sparrow, sage sparrow, loggerhead shrike, and sage thrasher. Observed rangeland conditions within this unit can be expected to contribute towards the existence of healthy sagebrush-dependent wildlife populations for a large area and over the long term because: (1) native plant functional and structural groups are well represented within the unit, and (2) wildlife forage, cover, and structure is available for use by species of management importance.

In contrast to conditions described above, rangeland at similar elevations and in similar ecological sites within Malheur County, Oregon has been highly disturbed due to the combined effects of improper historical grazing use, loss of biological crust integrity, invasive plant establishment, and catastrophic wildfire impacts over the last few decades. Cheatgrass presence is known to



accelerate and aggravate wildfire spread because it is a highly flammable fine fuel, and wildfire often reduces or completely eliminates critical shrub-based forage, cover, and habitat structure values for many species of wildlife. Literally millions of acres of Wyoming big sagebrush habitat types similar to those within this unit, have been burned over the last few decades and recovery of these losses will take multiple decades if not centuries to occur.

Finally, the land considered within this unit is also recognized as part of the Owyhee Uplands Physiographic Province, a region incorporating rangeland in Oregon, Idaho, and Nevada which supports some of the largest contiguous blocks of intact sagebrush steppe remaining west of the Continental Divide.

## SUMMARY OF FINDINGS AND CONCLUSION:

Inventory Unit Name/Number: Twin Butte OR-036-002

### Summary

#### Results of Analysis:

- |   |       |         |
|---|-------|---------|
| 1) Does the area meet any of the size requirements?   | [Yes] | No      |
| 2) Does the area appear to be natural?  | [Yes] | No      |
| 3) Does the area offer outstanding opportunities for solitude or a primitive and unconfined type of recreation? | Yes   | [No] NA |
| 4) Does the area have supplemental values?  | [Yes] | No NA   |

### Conclusion

#### Check One:

- ( ) The area or a portion of the area has wilderness character.
- (X) The area does not have wilderness character.


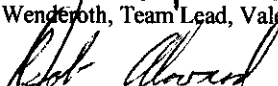
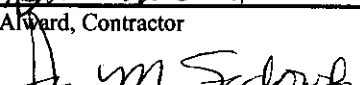
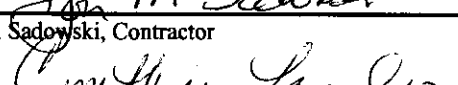

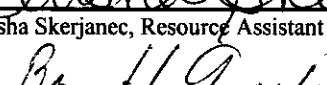
The ID team has reviewed the findings summarized in the original Statewide Wilderness Inventory as well as in the published decision documents and maps identified on Form 1. Current conditions relative to the presence or absence of wilderness characteristics have been considered including citizen wilderness proposals. Based on all the best available information and staff field visits to the area since 2000, the ID team has found no compelling reasons, described in sections above, to change existing BLM inventory decisions about wilderness characteristics. While BLM finds that the naturalness of the area is primarily affected by the forces of nature and there are supplemental values present, the opportunities for solitude and primitive and unconfined recreation are limited for reasons already described.

#### Sources of Reference for Evaluation:

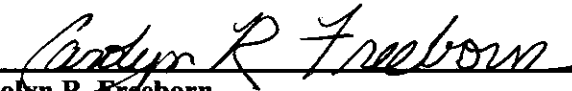
- All BLM documents listed in Form 1; existing BLM wilderness inventory information.
- Wilderness Inventory Recommendations: Vale District, Submitted by Oregon Natural Desert Association (ONDA), February 6, 2004.
- Current geographic information system (GIS) data on existing projects, vehicle routes/roads, land ownership, etc.
- BLM Job Documentation Record (JDR) files.
- National Agriculture Imagery Project digital images (2005).
- Official BLM Transportation Plan Map.
- BLM staff has obtained first-hand field knowledge about this unit's plant communities, road conditions, and other attributes as a result of rangeland health investigations conducted between July and October of the year 2000. BLM gathered quantitative rangeland data from trend plots in support of the assessment and evaluation process for Louse Canyon Geographic Management Area, but most other data collected for rangeland health evaluation purposes were either estimated or qualitative in nature. BLM staff has also visited this and adjoining units annually and on multiple occasions after 2000 in the process of establishing and reading

riparian monitoring locations, performing layout and design work for rangeland development projects, conducting rangeland supervision duties, collecting livestock utilization data, and documenting current road conditions. Field observations were made during Rangeland Standards and Guides assessment work in 2000.

**Wilderness Characteristics Interdisciplinary Team:**

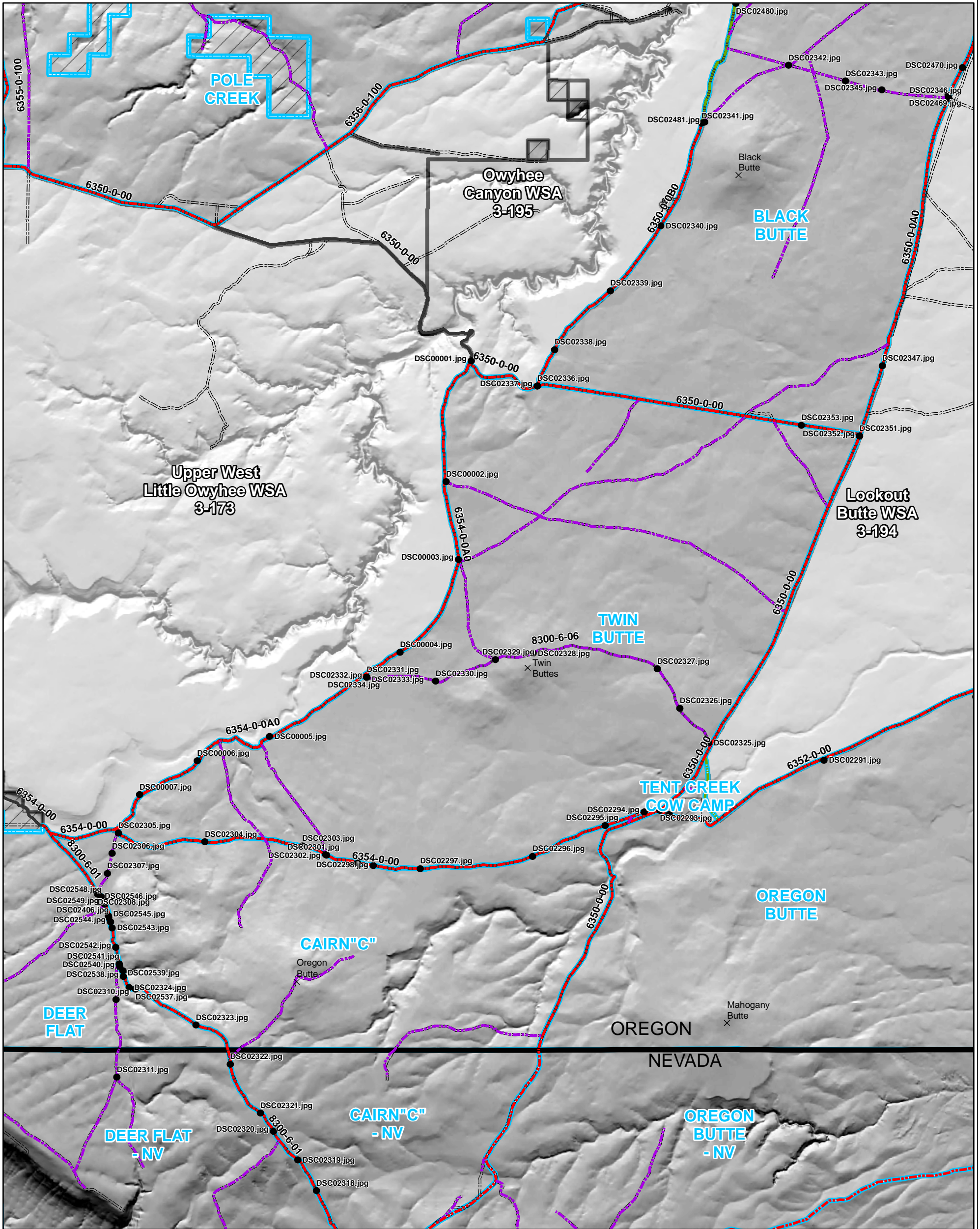
	<u>10/26/07</u>
Jack Wenderoth, Team Lead, Vale District	Date
	<u>10/26/07</u>
Bob Alward, Contractor	Date
	<u>10/26/07</u>
Jon Sadowski, Contractor	Date
	<u>10.26.07</u>
Cynthia Landing, Rangeland Management Specialist, Vale District	Date
	<u>10/26/07</u>
Trisha Skerjanec, Resource Assistant — GIS, Vale District	Date
	<u>10/26/07</u>
Brent Grasty, Natural Resource Specialist — GIS, Vale District	Date

**Concurrence:**

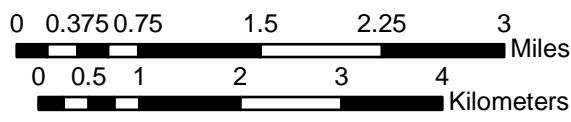
	<u>10/26/07</u>
Carolyn R. Freeborn	Date
Field Manager, Jordan R. A.	

*This form documents information that constitutes an inventory finding on wilderness characteristics. It does not represent a formal land use allocation or a final agency decision subject to administrative remedies under either 43 CFR parts 4 or 1610.5-2.*

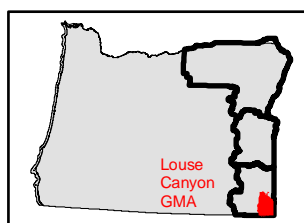
**TWIN BUTTE  
OR-036-002  
ACRES: 18755**



- Legend**
- DSC022291.jpg Photo Points
  - Boundary Road
  - WSA Shared Bnd
  - Primitive Route
  - ▭ State of Oregon
  - ▭ Wilderness Inventory Unit
  - Land Status**
  - ▭ Private
  - ▭ Bureau of Land Management
  - ▭ Wilderness Study Area



1:75,000



**U.S. DEPARTMENT OF THE INTERIOR  
BUREAU OF LAND MANAGEMENT**



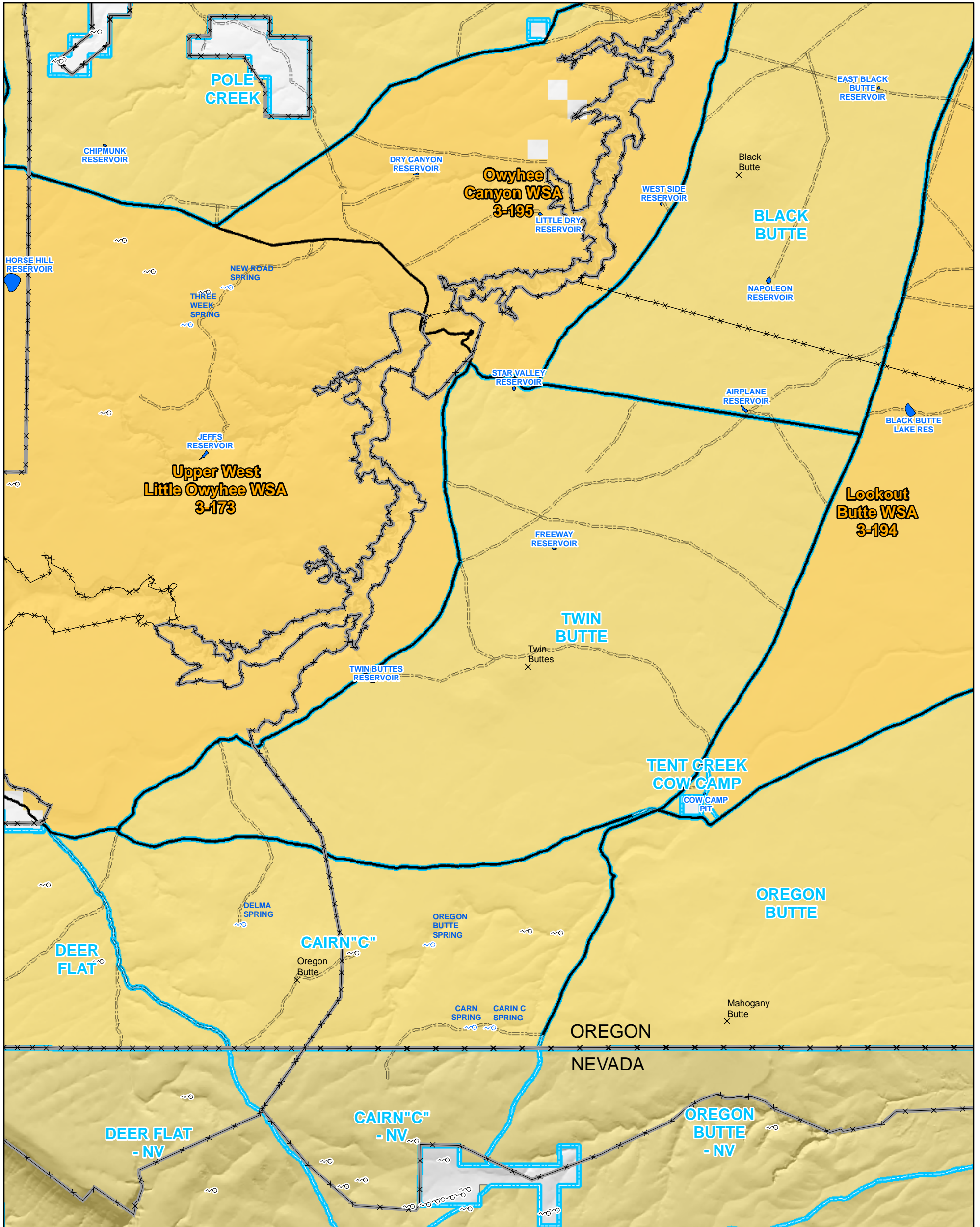
**VALE DISTRICT**

Louse Canyon  
Geographic Management Area  
Wilderness Inventory Maintenance

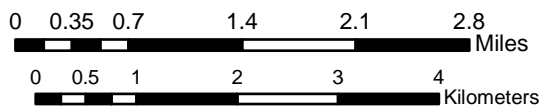
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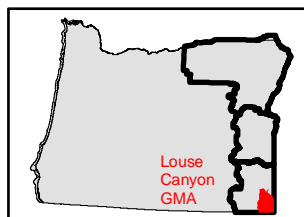
TWIN BUTTE  
 OR-036-002  
 ACRES: 18,754



- Legend**
- Wilderness Inventory Unit
  - Wilderness Study Areas
  - BLM Inventory Routes
  - Other Routes
  - Allotments
  - Pasture Boundaries
  - BLM Reservoirs
  - ~o~o BLM Developed Springs
  - ~o~o Other Springs
- Land Status**
- Bureau of Land Management
  - Forest Service
  - Bureau of Indian Affairs
  - Other Federal Lands
  - Private
  - State



1:75,000



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**H-6300-1-WILDERNESS INVENTORY MAINTENANCE  
IN BLM OREGON/WASHINGTON**

**APPENDIX C – ROAD<sup>1</sup> ANALYSIS**

**Wilderness Inventory Area Name and Number (Unit ID):** Boundary road between BLM  
Twin Butte OR-036-002 and Cairn C OR-036-003

**Route Name and/or Identifier:** BLM Road Andy Fife/6354-0-00; Oregon Butte proposed WSA  
Addition WO13b, WO16b

**I. LOCATION**

Refer to attached map: 2007\_Twin\_Butte\_OR\_036\_002.pdf and BLM corporate data (GIS).

List photo point references (if applicable): BLM, DSC02294-DSC02300, DSC02302-DSC02305; Oregon Butte proposed WSA Addition, WA089-WA090, WA114, WA116-117, WA119-120, WA125

**II. CURRENT PURPOSE OF ROUTE**

Describe: BLM road 6354-0-00 is utilized mainly by ranchers (as observed by current BLM staff) and by BLM staff for the administration of rangeland resources, livestock grazing, and the maintenance of livestock improvements (fences, springs, and reservoirs) in two allotments. The road is also used on a seasonal basis by hunters, recreation enthusiasts, and as access to private inholdings for livestock management.

**III. ROAD RIGHT-OF-WAY**

Is a road right-of-way associated with this route? Yes \_\_\_ No X Unknown \_\_\_

**IV. CONSTRUCTION**

Yes X No \_\_\_

Examples: Paved \_\_\_ Bladed X Graveled \_\_\_  
Roadside Berms X Cut/Fill \_\_\_ Other \_\_\_

Describe: Local information for the Louse Canyon area points to origins of BLM road 6354-0-00 as a wagon trail, with that use and later off-road vehicle use as the starting sources for creating a two-track trail. Road 6354-0-00 was then developed in the late

1960s to early 1970s by a blade. Whether a road-grader and/or bulldozer were utilized to construct this road is not known but from interpretation of BLM photographs DSC02297, DSC02298, and DSC02300 it appears both were used. BLM photographs show a line of boulders located approximately 3 to 6 feet from the current edges of the road. The size of these boulders and the makeup of the associated rocky roadbed in the photograph indicate that a bulldozer was used to develop the roadbed for BLM road 6354-0-00 and a grader used to widen and smooth it and to develop the side berms. Currently berms are not evident in some segments of the road. Most of the ditches and berms are covered with brush, with sediment filling in the ditches. This road consists of natural material and is part of the BLM Vale District Transportation Plan.

The citizen's proposal for the Oregon Butte WSA Addition agrees that BLM road 6354-0-00 in was developed by a blade but contends that the road is not maintained, is rocky, rutted, washed-out, and shows little sign of use. ONDA's description of roads in their 2004 document refers to pictures WA089-090, WA114, WA116-117, WA119-120, and WA125-127 for BLM road 6354-0-00. Based on these pictures and field information, ONDA determined that BLM Road 6354-0-00 was not a road but a way. BLM does not agree with ONDA's conclusion. Based on pictures taken (DSC02295-298, DSC02300, DSC02302-305) and field reconnaissance in 2007, BLM has determined that BLM road 6354-0-00 does meet the definition of a road.

Photographs WA089-WA090 from ONDA, and photo DSC02294 from BLM, show the eastern entrance to BLM road 6354-0-00. The eastern entrance contains a small aircraft landing strip that was developed in the 1960s for flying in personnel and materials to construct rangeland grazing projects as part of the Vale Project. BLM road 6354-0-00 is the northern boundary of this now relic air field. ONDA photograph WA114 and BLM photograph DSC02295 show road 6354-0-00 as it leaves the airstrip to the west. In both photographs the road width and berms can be seen, although vegetation has taken over all but the roadbed itself.

The next set of photographs, ONDA WA116-WA117 and BLM DSC02296, occur about one-half mile to the west of the airstrip. ONDA's WA116 shows a close-up of a small rut about 15 feet in length extending into a low area where water has run onto the road. Information from ONDA's photo log for photograph WA117 indicates that the road has been bladed but not used or maintained. BLM's road 6354-0-00 contains many intermittent areas of rocky soils as shown in ONDA photo WA117, and areas that are essentially void of any rock material as shown in BLM photo DSC02296, taken about 150 yards to the west of photo WA117. Photo WA117 shows a compacted and well-traveled roadbed, whereas photo DSC02296 shows a well compacted mineral roadbed. Requiring maintenance on compacted natural rock or a natural soil roadbed that is passable to virtually all types of vehicles, simply for the sake of appearance does nothing for the road except create new disturbance. As stated previously, over time vegetation has become established within the berms along each side of the roadbed but does nothing to restrict travel on this road. Low-growing vegetation is also present in rocky areas of the road and gives the appearance that the road is not often traveled. A large percentage of this vegetation can be attributed to annual species that flourish in the spring and die off or

are beaten down by traffic over the active use period during late spring, throughout the year into late fall. Most of the remaining series of photographs along BLM road 6354-0-00, both for ONDA and BLM, show variations of rocky and natural soil roadbed with various states of vegetated road berms and lines of boulders on the outer edges of the original bladed berms.

The extreme western extent of road 6354-0-00 in this inventory unit travels across Deer Creek (BLM DSC02304-305, ONDA WA125) which contains sedges and rushes in the drainage. The Deer Creek crossing pictures show that the road is not bladed to mineral soil and contains vegetation. Blading the road across Deer Creek would only disturb the natural growth established in the drainage and would tend to dewater the associated wet meadow species that now persist year-round. This road and roads in the surrounding area are used seasonally after high-water runoff has occurred. Therefore, most low-water crossings, although vegetated, are used when they are drier and less susceptible to damage. Establishing a rocked low-water crossing through the Deer Creek drainage is not needed in most years. Exceptionally wet years extend the time period when these crossings can become damaged.

## V. IMPROVEMENTS

Yes \_\_\_ No X

Yes or No for each: By hand tools No By machine No

Examples: Culverts \_\_\_ Stream Crossings \_\_\_ Bridges \_\_\_ Drainage \_\_\_  
Barriers \_\_\_ Other \_\_\_

Describe: \_\_\_\_\_

## VI. MAINTENANCE

A. Is there Evidence or Documentation of Maintenance using hand tools or machinery?

Yes \_\_\_ No X

By hand tools \_\_\_ By machine \_\_\_\_\_

Explain: Recent maintenance to BLM Road 6354-0-00 is not evident. All photographs show that earthen berms on the edge of the road presently contain some brush encroaching from undisturbed areas outside of the roadbed. Some pictures also show small discontinuous quantities of brush in the center of the roadbed between wheel tracks. Although it has been many years since maintenance was performed on this road, it is evident by the condition of the roadbed in BLM and ONDA photographs that little, if any, maintenance is needed to keep the roadbed in good operational condition. This is



consistent with Best Management Practices BLM has incorporated into the Southeastern Oregon Resource Management Plan for Vale District.

**B.** If the route is in good condition, but there is no evidence of maintenance, would mechanical maintenance with hand tools or machines be approved by BLM in the event this route became impassable?

Yes X No \_\_\_\_\_

Comments: Road 6354-0-00 receives annual use as evidence by the lack of brush in most of the road and by the well-used bare ground where vehicles travel. To reduce the potential for erosion and invasive plant and weed species BLM emphasizes minimal ground disturbance for road construction and maintenance, following Best Management Practices (BMPs) as described in the SEORMP, Appendix O. BMPs are designed to assist in achieving land use objectives for maintaining or improving water quality, soil productivity, and the protection of watershed resources from ground disturbing activities. Therefore, BLM does not grade many roads unless obstruction to vehicle passage is evident. To further reduce ground disturbance and to minimize disruption of natural drainage patterns, roads are kept to the minimal width necessary. Additional precautions are taken to reduce vegetation removal such as retention of vegetation on cut slopes, unless it poses a safety hazard or restricts maintenance activities, and roadside brushing of vegetation is conducted in a way that prevents disturbance to plant root systems and does not create visual intrusions.

## **VII. REGULAR AND CONTINUOUS USE**

Yes X No \_\_\_\_\_

BLM road 6354-0-00 has annual use as evidenced by the lack of brush in most sections of the road and by well-used bare ground where vehicle tires track (BLM photos DSC02294-DSC02300, DSC02302-DSC02305). ONDA's 2004 document (photos WA089-WA090, WA114, WA116-117, WA119-120, WA125) refers to BLM road 6354-0-00 as a way and as not meeting the definition of a road. BLM does not support their decision. The road is well traveled, wide along most of its length, and is clearly defined on the landscape.

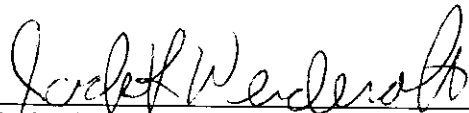
## **VIII. CONCLUSION**

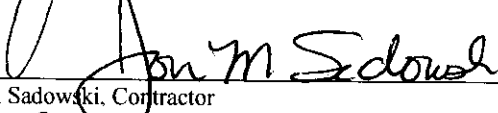
To meet the definition of a road, items IV or V, *and* VI-A or B, *and* VII must be checked yes.

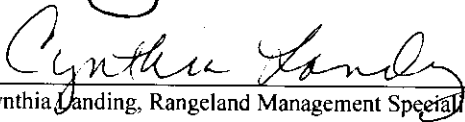
Road: Yes X No \_\_\_\_\_

Explanation: BLM has determined that road 6354-0-00 meets the definition of a road as stated in sections IV, VI-B, and VII above. BLM road 6354-0-00 was constructed by mechanical equipment, maintenance would be approved by management as needed if the road base became impassable, and the road has regular and continuous use.

**Evaluator(s):**

  
\_\_\_\_\_  
Jack Wenderoth, Team Lead, Vale District Date 10-26-2007

  
\_\_\_\_\_  
Jon Sadowski, Contractor Date 10-26-2007

  
\_\_\_\_\_  
Cynthia Landy, Rangeland Management Specialist, Vale District Date 10-26-2007

<sup>1</sup> Note: The following definition of road is quoted from OSO Draft (4/19/07) H-6300-1, Wilderness Inventory Maintenance in BLM Oregon/Washington:

**road:** The BLM will continue to base the definition of what constitutes a “road” from the FLPMA’s legislative history. The language below is from the House of Representatives Committee Report 94-1163, page 17, dated May 15, 1976, on what became the FLPMA. It is the only statement regarding the definition of a road in the law or legislative history.

“The word ‘roadless’ refers to the absence of roads which have been improved and maintained by mechanical means to insure relatively regular and continuous use. A way maintained solely by the passage of vehicles does not constitute a road.”

The BLM previously adopted and will continue to use the following sub-definitions of certain words and phrases in the BLM road definition stated above:

a. **“Improved and maintained”** – Actions taken physically by people to keep the road open to vehicle traffic. “Improved” does not necessarily mean formal construction. “Maintained” does not necessarily mean annual maintenance.

b. **“Mechanical means”** – Use of hand or power machinery or tools.

c. **“Relatively regular and continuous use”** – Vehicular use that has occurred and will continue to occur on a relatively regular basis. Examples are: access roads for equipment to maintain a stock water tank or other established water sources; access roads to maintained recreation sites or facilities; or access roads to mining claims.

A road that was established or has been maintained solely by the passage of vehicles would not be considered a road, even if it is used on a relatively regular and continuous basis. Vehicle roads constructed by mechanical means but that are no longer being maintained by

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mechanical methods are not roads. Sole use of hands and feet to move rocks or dirt without the use of tools or machinery does not meet the definition of “mechanical means.” Roads need not be “maintained” on a regular basis but rather “maintained” when road conditions warrant actions to keep it in a usable condition. A dead-end (cherry-stem) road can form the boundary of an inventory area and does not by itself disqualify an area from being considered “roadless.”

**H-6300-1-WILDERNESS INVENTORY MAINTENANCE  
IN BLM OREGON/WASHINGTON**

**APPENDIX D – PHOTO LOG**

Photographer (s): Landing

Inventory Area Name and No.: Twin Butte OR-036-002 Andy Fife Road 6354-0-00

DATE	Frame #	Camera Direction	Description	GPS/UTM Location	Township	Range	Section
4/17/2007	DSC02293	SW	From Tent Creek	478300 4654427	T41S	R46E	Sec 1
4/17/2007	DSC02294	SW	Parallel to Tent Creek	477978 4654401	T41S	R46E	Sec 1
4/17/2007	DSC02295	SW	Good Road	477193 4654113	T41S	R46E	Sec 2
4/17/2007	DSC02296	W	Signs of construction	475720 465394	T41S	R46E	Sec 2
4/17/2007	DSC02297	W	Berms	473446 465394	T41S	R46E	Sec 3
4/17/2007	DSC02298	W	Visible tracks	472504 4653311	T41S	R46E	Sec 4
4/17/2007	DSC02300	W	Visible road	472191 4653355	T41S	R46E	Sec 5
4/17/2007	DSC02301	N	Up fenceline	471546 4653529	T41S	R46E	Sec 5
4/17/2007	DSC02302	W	Into next pasture	471546 4653529	T41S	R46E	Sec 5
4/17/2007	DSC02303	W	Visible road	471066 4653721	T41S	R46E	Sec 6
4/17/2007	DSC02304	S	Into Deer Creek	466105 4653799	T41S	R45E	Sec 1





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**H-6300-1-WILDERNESS INVENTORY MAINTENANCE  
IN BLM OREGON/WASHINGTON**

**APPENDIX C – ROAD<sup>1</sup> ANALYSIS**

**Wilderness Inventory Area Name and Number (Unit ID):** Twin Butte OR-036-002

**Route Name and/or Identifier:** BLM Road River Spur/6354-0-A0; Oregon Butte proposed WSA Addition WO13c, WO19a, WO19b

**I. LOCATION**

Refer to attached map: 2007\_Twin\_Butte\_OR\_036\_002.pdf and BLM corporate data (GIS).

List photo point references (if applicable): BLM, DSC00001-DSC00007; Oregon Butte proposed WSA Addition WA056-WA057, WA128, WA143-WA145, WA148-WA149, WA152-WA155

**II. CURRENT PURPOSE OF ROUTE**

Describe: BLM road 6354-0-A0 is utilized mainly by ranchers (as observed by current BLM staff) and by BLM staff for the administration of rangeland resources, livestock grazing, and for the maintenance of livestock improvements (fences, springs, and reservoirs) in two allotments. The road is also used on a seasonal basis by hunters, recreation enthusiasts, and as access to private inholdings for livestock management.

**III. ROAD RIGHT-OF-WAY**

Is a road right-of-way associated with this route? Yes  No  Unknown

**IV. CONSTRUCTION**

Yes  No

Examples: Paved  Bladed  Graveled   
Roadside Berms  Cut/Fill  Other

Describe: Local information for the Louse Canyon area points to the origin of BLM road 6354-0-A0 as a wagon trail with additional later off-road vehicle use as the sources for creating a two-track trail. BLM road information from 1972 indicates that BLM road 6354-0-A0 was proposed to be improved in the early 1970s by blading. The road was bladed but



not ditched and bermed because of the relatively flat, sandy terrain of the area and the lack of any large drainage crossings. Currently only remnants of rocklines left from clearing the road surface by bull-dozer are evident along some of the more rocky stretches. Most of the original berms are covered with brush that blends in with the surrounding vegetation. This road consists of natural material and is currently one of the BLM routes in the Vale District Transportation Plan.

ONDA's information for roads in their 2004 Oregon Butte proposed WSA Addition document referred to photographs WA056-057, WA126-129, and WA143-155. Based on these pictures and field information ONDA determined that BLM road 6354-0-A0 was not a road but a way. BLM does not support ONDA's conclusion and based on photographs DSC00001-07 and field reconnaissance has determined that BLM road 6354-0-A0 meets the definition of a road.

All photographs covering BLM road 6354-0-A0 listed in Section I, except WA143, show a well-traveled and compacted roadbed. As stated previously, over time vegetation has become established within the berms along each side of the roadbed but it does not restrict travel on this road. Low-growing vegetation is also present in rocky areas of the roadbed and gives the appearance that the road is not often traveled. A large percentage of this vegetation can be attributed to annual species that flourish in the spring and die off or are beaten down by traffic over the active use period during late spring, and throughout the year into late fall. Most of the remaining series of photographs along BLM road 6354-0-00, both for ONDA and BLM, show variations of the rocky and natural soil roadbed.

The extreme western extent of road 6354-0-A0 in this inventory unit travels across Deer Creek (ONDA photo WA143) which contains sedges and rushes in the drainage. The Deer Creek crossing pictures show that the road is not bladed to mineral soil and contains vegetation. Blading the road across Deer Creek would only disturb the natural growth established in the drainage and would tend to dewater the associated wet meadow species that now persist year-round. This road and roads in the surrounding area are used seasonally after high-water runoff has occurred. Therefore, most low-water crossings, although vegetated, are used when they are drier and less susceptible to damage. Establishing a rocked low-water crossing through the Deer Creek drainage is not needed in most years. Exceptionally wet years extend the time period when these crossings can become damaged.

## V. IMPROVEMENTS

Yes \_\_\_ No X

Yes or No for each: By hand tools \_\_\_ No \_\_\_ By machine \_\_\_ No \_\_\_

Examples: Culverts \_\_\_ Stream Crossings \_\_\_ Bridges \_\_\_ Drainage \_\_\_  
Barriers \_\_\_ Other \_\_\_

Describe: \_\_\_\_\_

## VI. MAINTENANCE

A. Is there Evidence or Documentation of Maintenance using hand tools or machinery?

Yes \_\_\_ No X

By hand tools \_\_\_\_\_ By machine \_\_\_\_\_

Explain: Recent maintenance for BLM road 6354-0-A0 is not evident. Any remnants of earthen berms left from original construction are shown in photographs referenced by BLM or ONDA to presently contain brush encroaching from the undisturbed areas outside of the roadbed. These photographs also show some areas that contain intermittent lines of brush in the center of the roadbed between wheel tracks. Although it has been many years since maintenance has been performed on this road, it is evident that little if any maintenance is needed to keep the roadbed in good operational condition. This is consistent with the Best Management Practices BLM has incorporated into the Southeastern Oregon Resource Management Plan for Vale District.

B. If the route is in good condition, but there is no evidence of maintenance, would mechanical maintenance with hand tools or machines be approved by BLM in the event this route became impassable?

Yes X No \_\_\_\_\_

Comments: Road 6354-0A0 receives annual use as evidenced by the lack of brush in most areas of the road, and the well-used bare ground where vehicles travel. To reduce the potential for erosion and establishment of invasive plant and weed species, BLM emphasizes minimal ground disturbance for road construction and maintenance through Best Management Practices (BMPs) as described in the SEORMP, Appendix O. BMPs are designed to assist in achieving land use objectives for maintaining or improving water quality, soil productivity, and the protection of watershed resources from ground disturbing activities. Therefore, BLM does not grade many roads unless obstruction to vehicle passage is evident. To further reduce ground disturbance and to minimize disruption of natural drainage patterns, roads are kept to the minimal width necessary. Additional precautions are taken to reduce vegetation removal by retention of vegetation on cut slopes, unless it poses a safety hazard or restricts maintenance activities, and by conducting roadside brushing of vegetation in a way that prevents disturbance to plant root systems and that does not create visual intrusions.

## VII. REGULAR AND CONTINUOUS USE

Yes X No \_\_\_\_\_

BLM road 6354-0-A0 has annual use as evidenced by the lack of brush in most sections of the road and by well-used bare ground where vehicle tires track, as shown in photographs by both BLM and ONDA. The road is well traveled, wide along most of its length, and is clearly defined on the landscape. The road is also used on a seasonal basis by hunters, recreation enthusiasts, and as access to private inholdings for livestock management.

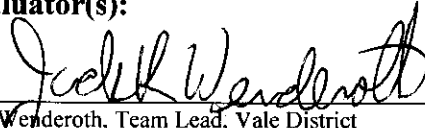
## VIII. CONCLUSION

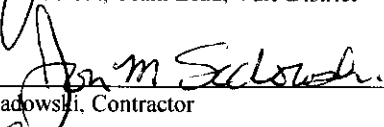
To meet the definition of a road, items IV or V, *and* VI-A or B, *and* VII must be checked yes.


Road: Yes  No

Explanation: BLM has determined that road 6354-0-A0 meets the definition of a road as stated in sections IV, VI-B, and VII above. BLM road 6354-0-A0 was constructed by mechanical equipment, would be approved to be maintained by management as needed if the road base became impassable, and has regular and continuous use.

### Evaluator(s):

  
\_\_\_\_\_  
Jack Wenderoth, Team Lead, Vale District  
Date 10-26-2007

  
\_\_\_\_\_  
Jon Sadowski, Contractor  
Date 10-26-2007

  
\_\_\_\_\_  
Cynthia Landing, Rangeland Management Specialist, Vale District  
Date 10-26-2007

<sup>1</sup> Note: The following definition of road is quoted from OSO Draft (4/19/07) H-6300-1, Wilderness Inventory Maintenance in BLM Oregon/Washington:

**road:** The BLM will continue to base the definition of what constitutes a “road” from the FLPMA’s legislative history. The language below is from the House of Representatives Committee Report 94-1163, page 17, dated May 15, 1976, on what became the FLPMA. It is the only statement regarding the definition of a road in the law or legislative history.

“The word ‘roadless’ refers to the absence of roads which have been improved and maintained by mechanical means to insure relatively regular and continuous use. A way maintained solely by the passage of vehicles does not constitute a road.”

The BLM previously adopted and will continue to use the following sub-definitions of certain words and phrases in the BLM road definition stated above:

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a. **“Improved and maintained”** – Actions taken physically by people to keep the road open to vehicle traffic. “Improved” does not necessarily mean formal construction. “Maintained” does not necessarily mean annual maintenance.

b. **“Mechanical means”** – Use of hand or power machinery or tools.

c. **“Relatively regular and continuous use”** – Vehicular use that has occurred and will continue to occur on a relatively regular basis. Examples are: access roads for equipment to maintain a stock water tank or other established water sources; access roads to maintained recreation sites or facilities; or access roads to mining claims.

A road that was established or has been maintained solely by the passage of vehicles would not be considered a road, even if it is used on a relatively regular and continuous basis. Vehicle roads constructed by mechanical means but that are no longer being maintained by mechanical methods are not roads. Sole use of hands and feet to move rocks or dirt without the use of tools or machinery does not meet the definition of “mechanical means.” Roads need not be “maintained” on a regular basis but rather “maintained” when road conditions warrant actions to keep it in a usable condition. A dead-end (cherry-stem) road can form the boundary of an inventory area and does not by itself disqualify an area from being considered “roadless.”

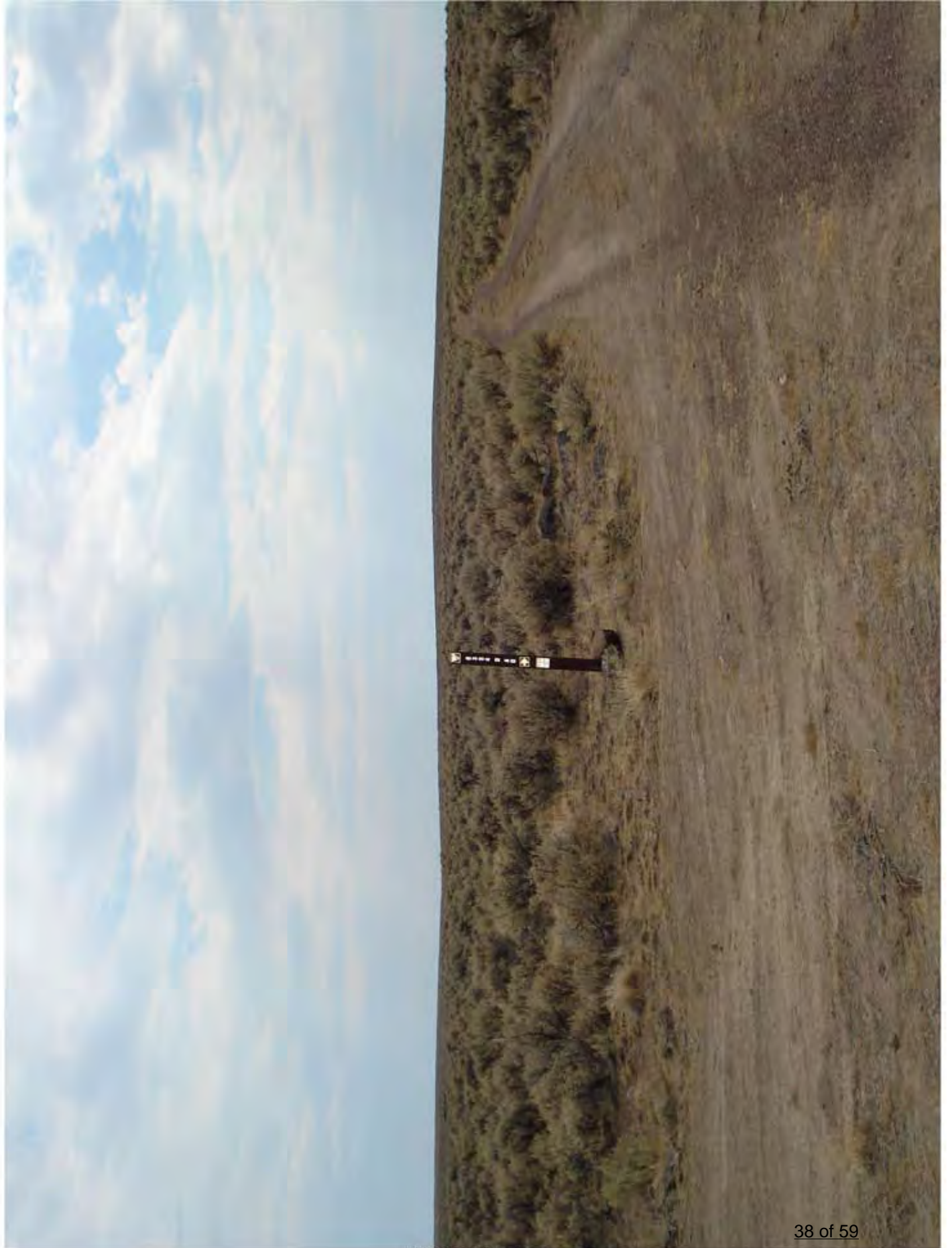
**H-6300-1-WILDERNESS INVENTORY MAINTENANCE  
IN BLM OREGON/WASHINGTON**

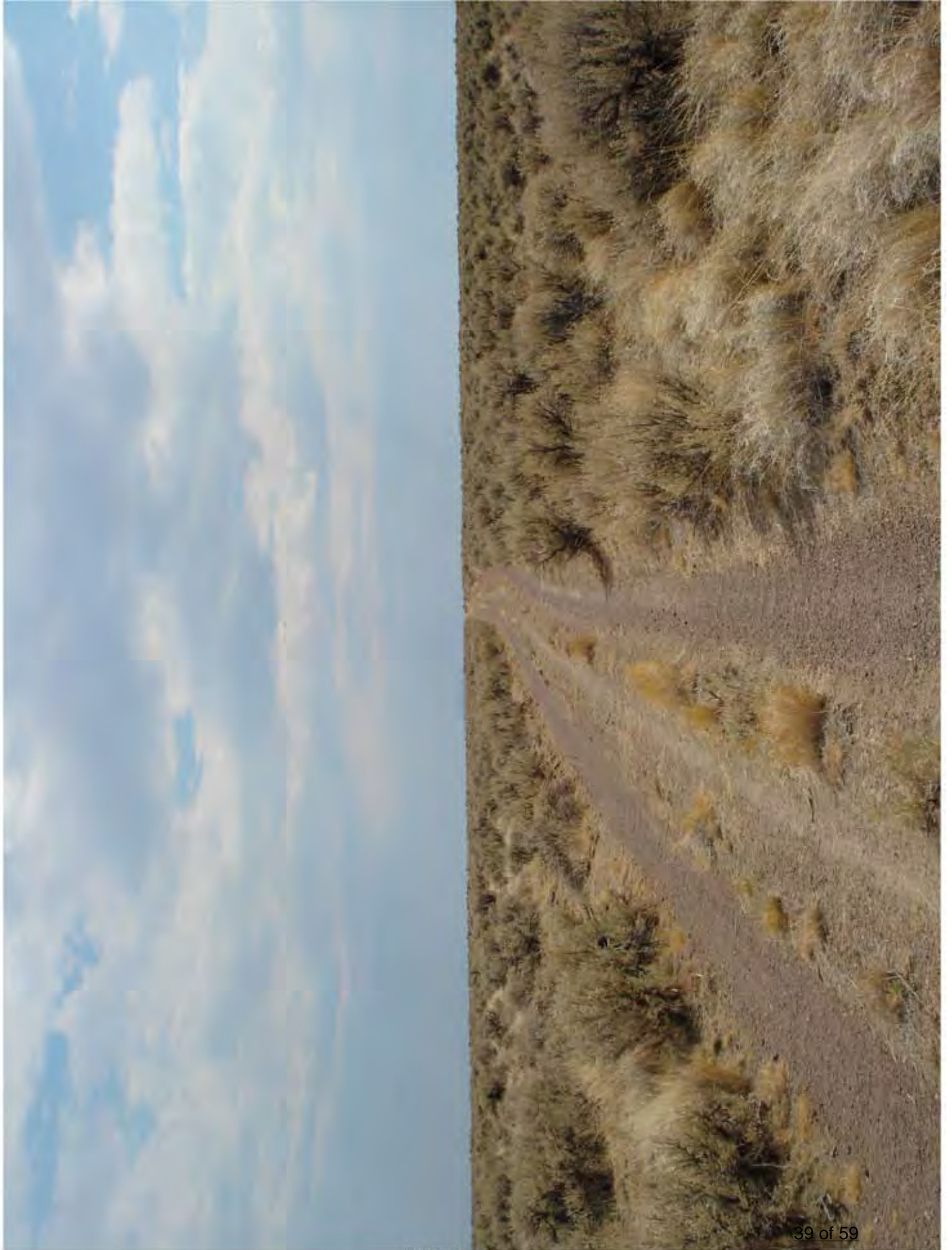
**APPENDIX D – PHOTO LOG**

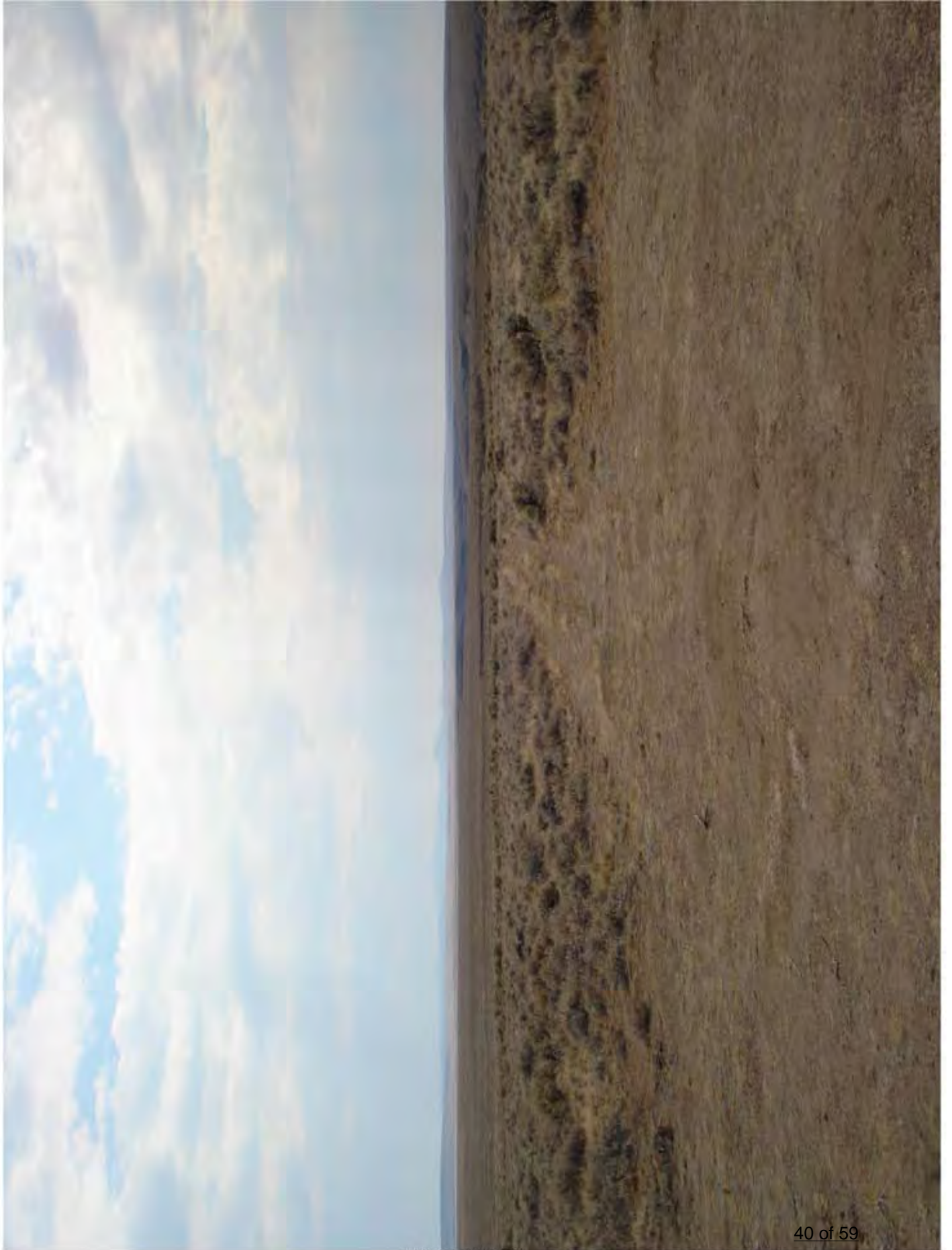
Photographer (s): Berain, Landing

Inventory Area Name and No.: Twin Butte, OR-036-002 River Spur 6354-0-A0

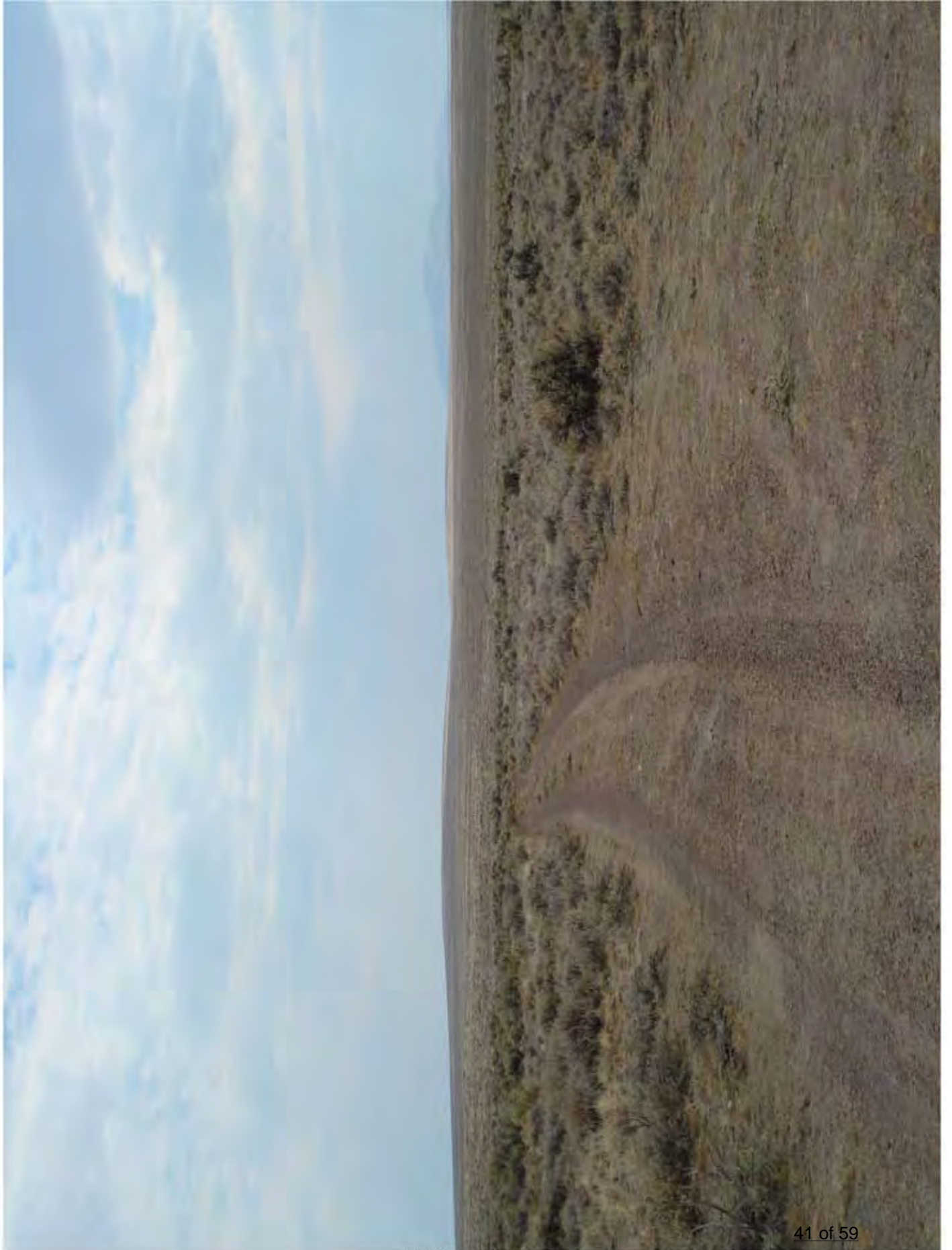
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08/08/2007	DSC00001	S	BLM road Sign	474486 4663800	T 40S	R46E	Sec 3
08/08/2007	DSC00002	S	Good road	473972 4661065	T40S	R46E	Sec 10
08/08/2007	DSC00003	S	Spur into WSA	474162 4657628	T40S	R46E	Sec 15
08/08/2007	DSC00004	S	Visible road	473052 4657628	T40S	R46E	Sec 22
08/08/2007	DSC00005	SW	Good road	470373 4655923	T40S	R46E	Sec 28
08/08/2007	DSC00006	SW	Visible Road	468939 4655490	T40S	R46E	Sec 29
08/08/2007	DSC00007	SW	Livestock salt location	467775 4654759	T40S	R46E	Sec 32



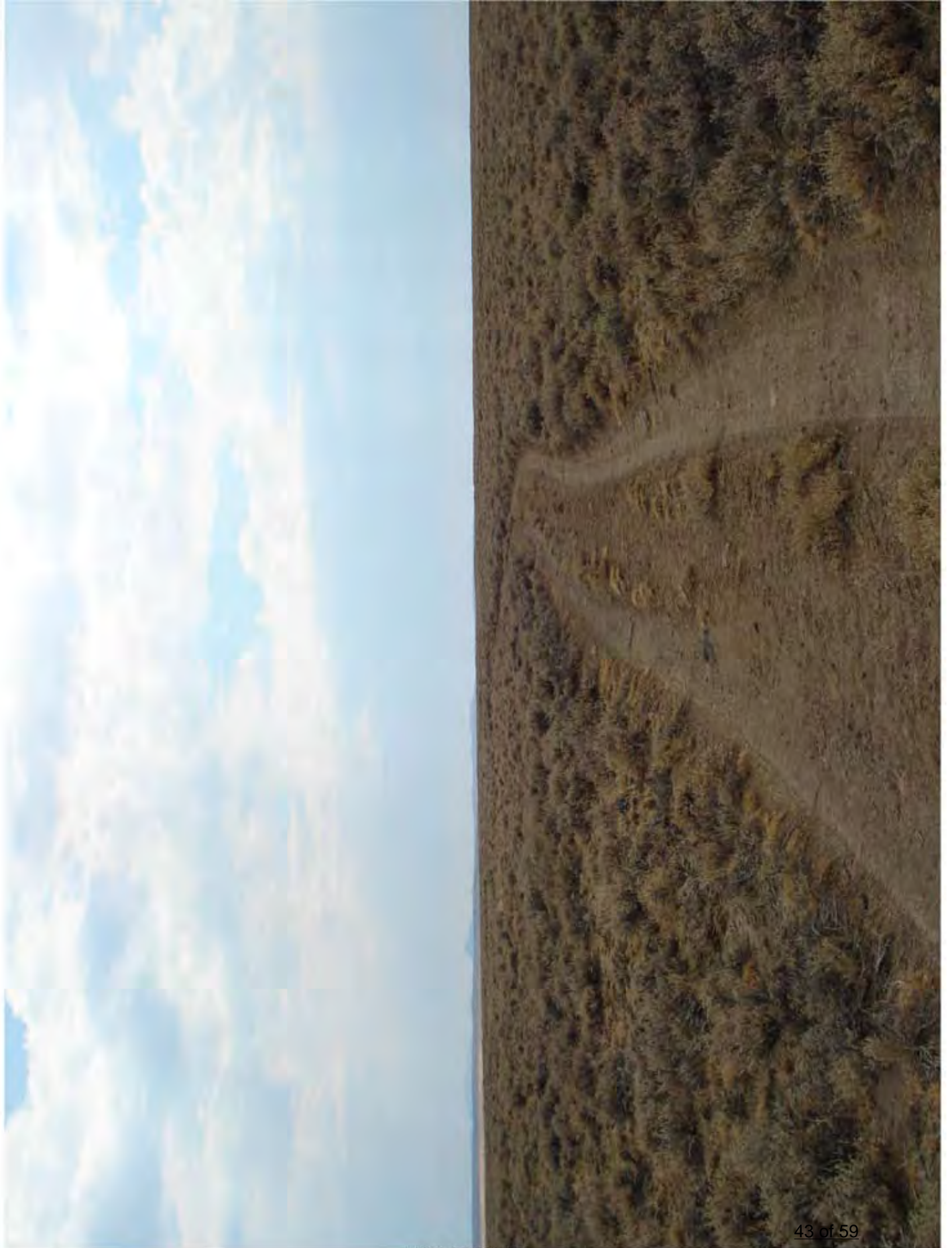


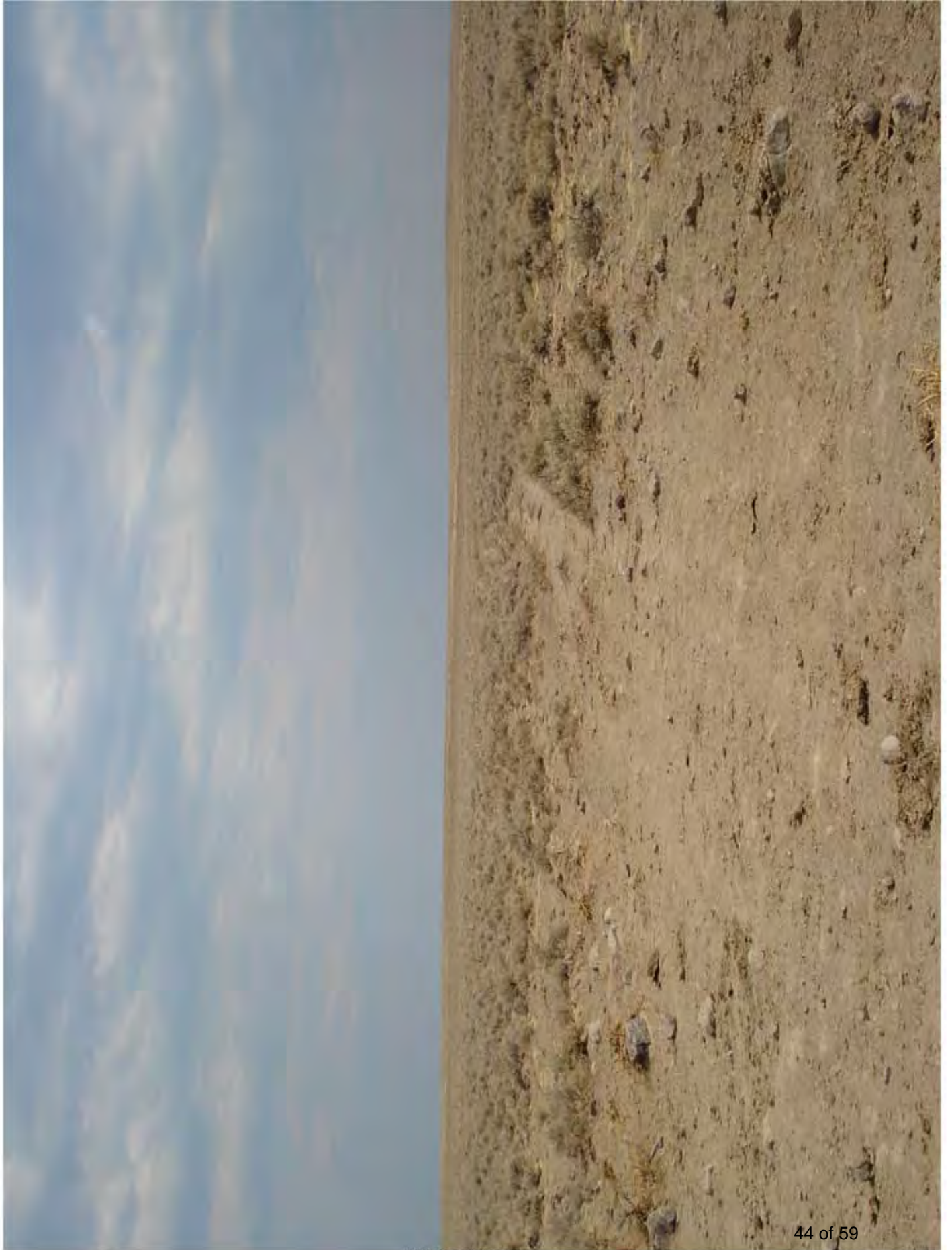












**H-6300-1-WILDERNESS INVENTORY MAINTENANCE  
IN BLM OREGON/WASHINGTON**

**APPENDIX C – ROAD<sup>1</sup> ANALYSIS**

**Wilderness Inventory Area Name and Number (Unit ID):** Twin Butte OR-036-002

**Route Name and/or Identifier:** BLM Motorized Primitive Trail 8300-6-06; Oregon Butte proposed WSA Addition WO13d, WO13e

**I. LOCATION**

Refer to attached map: 2007\_Twin\_Butte\_OR\_036\_002.pdf and BLM corporate data (GIS).

List photo point references (if applicable): BLM, DSC02325-DSC02334; Oregon Butte proposed WSA Addition, WA087-WA088, WA147

**II. CURRENT PURPOSE OF ROUTE**

Describe: BLM route 8300-6-06 is utilized mainly by ranchers (as observed by current BLM staff) and by BLM staff for the administration of rangeland resources, livestock grazing, and the maintenance of livestock improvements (fences and reservoirs) in two pastures. The road is also used on a seasonal basis by hunters and recreation enthusiasts.

**III. ROAD RIGHT-OF-WAY**

Is a road right-of-way associated with this route? Yes \_\_\_ No X Unknown \_\_\_

**IV. CONSTRUCTION**

Yes X No \_\_\_

Examples: Paved \_\_\_\_\_ Bladed X Graveled \_\_\_\_\_  
Roadside Berms \_\_\_\_\_ Cut/Fill \_\_\_\_\_ Other \_\_\_\_\_

Describe: BLM route 8300-6-06 was partially developed in the middle 1900s by blading. Whether a road-grader and/or bulldozer were utilized to construct this road is not known. Best local information points to early wagon use and later off-road vehicle use as the sources creating a two-track trail. Some time later a road-grader was used to perform maintenance on this route and to improve the roadbed. The route was once bermed in

places but currently berms are not evident along most of the route. The route is now covered with brush, filling in the roadbed that previously existed. This route consists of natural material and was added to the BLM Vale District Transportation Plan as a motorized primitive trail in 2007. The citizen wilderness proposal provided by Oregon Natural Desert Association (ONDA), received February 2004, included reference pictures WA087-088 and WA147 covering this route. Based on their pictures and field information, ONDA determined that BLM route 8300-6-06 is not a road but a way. BLM concurs with ONDA's conclusion and based on BLM pictures DSC02325-2334 and field reconnaissance, has determined that BLM route 8300-6-06 does not meet the definition of a road and is a motorized primitive trail.

**V. IMPROVEMENTS**

Yes \_\_\_ No X

Yes or No for each: By hand tools No By machine No

Examples: Culverts \_\_\_ Stream Crossings \_\_\_ Bridges \_\_\_ Drainage \_\_\_  
Barriers \_\_\_ Other \_\_\_

Describe: \_\_\_\_\_

**VI. MAINTENANCE**

**A. Is there Evidence or Documentation of Maintenance using hand tools or machinery?**

Yes \_\_\_ No X

By hand tools \_\_\_\_\_ By machine \_\_\_\_\_

Explain: \_\_\_\_\_

**B. If the route is in good condition, but there is no evidence of maintenance, would mechanical maintenance with hand tools or machines be approved by BLM in the event this route became impassable?**

Yes X No \_\_\_\_\_

Comments: This route is used mainly for maintenance and as a short cut between BLM roads 6354-0-A0 and 6350-0-00 and is not a main access road. BLM would maintain route 8300-6-06 as needed to allow unrestricted passage. To reduce the potential for erosion and the establishment of invasive plant and weed species, BLM emphasizes minimal ground disturbance for road construction and maintenance, following Best Management Practices (BMPs) as referenced within Appendix O, of the SEORMP.

BMPs are designed to assist in achieving land use objectives for maintaining or improving water quality, soil productivity, and the protection of watershed resources from ground disturbing activities. Therefore, BLM does not grade many roads unless obstruction to vehicle passage is evident. To further reduce ground disturbance and to minimize disruption of natural drainage patterns, roads are kept to the minimal width necessary. Additional precautions are taken to reduce vegetation removal such as vegetation on cut slopes, unless it poses a safety hazard or restricts maintenance activities, and roadside brushing of vegetation is conducted in a way that prevents disturbance to plant root systems and does not create visual intrusions.

## VII. REGULAR AND CONTINUOUS USE

Yes \_\_\_ No X

BLM route 8300-6-06 has only seasonal use as evidence by brush in the roadbed and by little bare ground where vehicle tire tracks are obvious (BLM photographs DSC02326-2334 and Oregon Butte proposed WSA Addition photographs, WA087-WA088, WA147).


## VIII. CONCLUSION

To meet the definition of a road, items IV or V, *and* VI-A or B, *and* VII must be checked yes.

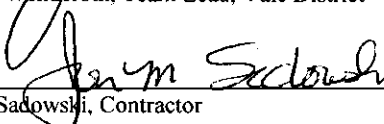
Road: Yes \_\_\_ No X

Explanation: BLM route 8300-6-06 meets only the conditions in Sections IV and VI-B on this form, but maintenance would be approved by management as needed if the road base became impassable. BLM has determined that this route, although partially or totally constructed with mechanical means, has deteriorated to a point that it no longer has the characteristics associated with construction. BLM route 8300-6-06 has the appearance of not being maintained since parts of the road were originally bladed. Route 8300-6-06 is infrequently used because BLM road 6350-0-00 to the north and 6357-0-00 to the south are utilized more often for east-west or west-east travel through the area.

### Evaluator(s):

  
\_\_\_\_\_  
Jack Wenderoth, Team Lead, Vale District

Date 10-26-2007

  
\_\_\_\_\_  
Jon Sadowski, Contractor

Date 10-26-2007

**Evaluator(s):**

  
Cynthia Landing, Rangeland Management Specialist, Vale District

Date 10-26-2007

<sup>1</sup> Note: The following definition of road is quoted from OSO Draft (4/19/07) H-6300-1, Wilderness Inventory Maintenance in BLM Oregon/Washington:

**road:** The BLM will continue to base the definition of what constitutes a “road” from the FLPMA’s legislative history. The language below is from the House of Representatives Committee Report 94-1163, page 17, dated May 15, 1976, on what became the FLPMA. It is the only statement regarding the definition of a road in the law or legislative history.

“The word ‘roadless’ refers to the absence of roads which have been improved and maintained by mechanical means to insure relatively regular and continuous use. A way maintained solely by the passage of vehicles does not constitute a road.”

The BLM previously adopted and will continue to use the following sub-definitions of certain words and phrases in the BLM road definition stated above:

a. **“Improved and maintained”** – Actions taken physically by people to keep the road open to vehicle traffic. “Improved” does not necessarily mean formal construction. “Maintained” does not necessarily mean annual maintenance.

b. **“Mechanical means”** – Use of hand or power machinery or tools.

c. **“Relatively regular and continuous use”** – Vehicular use that has occurred and will continue to occur on a relatively regular basis. Examples are: access roads for equipment to maintain a stock water tank or other established water sources; access roads to maintained recreation sites or facilities; or access roads to mining claims.

A road that was established or has been maintained solely by the passage of vehicles would not be considered a road, even if it is used on a relatively regular and continuous basis. Vehicle roads constructed by mechanical means but that are no longer being maintained by mechanical methods are not roads. Sole use of hands and feet to move rocks or dirt without the use of tools or machinery does not meet the definition of “mechanical means.” Roads need not be “maintained” on a regular basis but rather “maintained” when road conditions warrant actions to keep it in a usable condition. A dead-end (cherry-stem) road can form the boundary of an inventory area and does not by itself disqualify an area from being considered “roadless.”



**H-6300-1-WILDERNESS INVENTORY MAINTENANCE  
IN BLM OREGON/WASHINGTON**

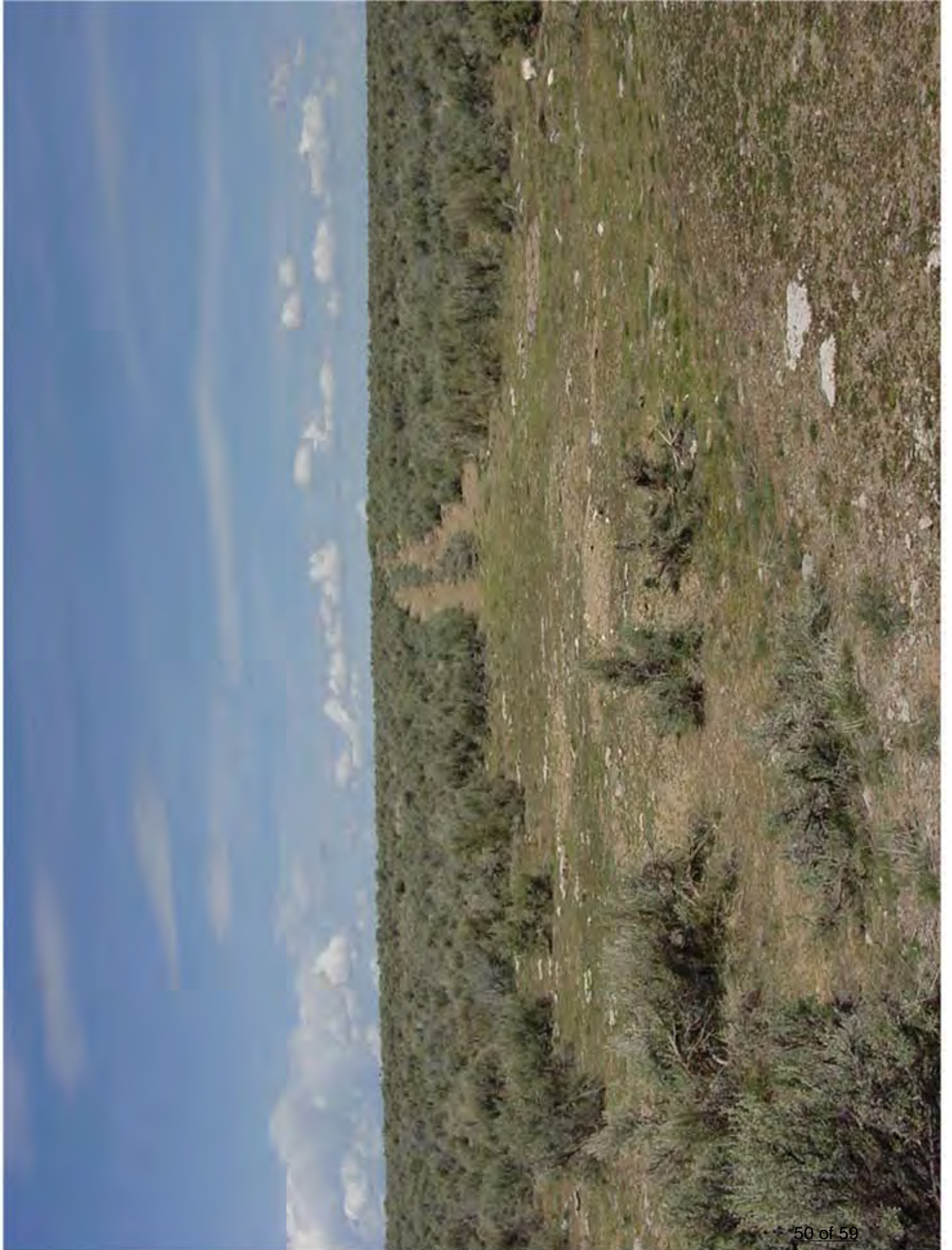
**APPENDIX D – PHOTO LOG**

Photographer (s): Landing

Inventory Area Name and No.

Twin Butte OR-036-002      BLM Road 8300-6-06

DATE	Frame #	Camera Direction	Description	GPS/UTM Location	Township	Range	Section
4/25/2007	DSC02325	W	From Tent Creek Rd	479276 4655761	T40S	R47E	Sec 31
4/25/2007	DSC02326	W	Visible track	478735 465660	T40S	R47E	Sec 30
4/25/2007	DSC02327	W	Tracks	478248 4657303	T40S	R46E	Sec 25
4/25/2007	DSC02328	W	Visible tracks	475731 4657628	T40S	R46E	Sec 26
4/25/2007	DSC02329	W	Junction	465001 4657438	T40S	R46E	Sec 27
4/25/2007	DSC02330	W	Tracks	473783 4657087	T40S	R46E	Sec 27
4/25/2007	DSC02331	W	Tracks	472361 4657118	T40S	R46E	Sec 28
4/25/2007	DSC02332	SE	Reservoir	472361 4657118	T40S	R46E	Sec 28
4/25/2007	DSC02333	S	Tracks To Reservoir	472361 4657118	T40S	R46E	Sec 28
4/25/2007	DSC02334	SW	Junction	472361 4657118	T40S	R46E	Sec 28







DSC02327.JPG















