

Wilderness Inventory Unit Index of Documents  
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## **H-6300-1-WILDERNESS INVENTORY MAINTENANCE IN BLM OREGON/WASHINGTON**

### **APPENDIX B – INVENTORY AREA EVALUATION**

#### **Evaluation of Current Conditions:**

- 1) Document and review the existing BLM wilderness inventory findings on file, if available, regarding the presence or absence of individual wilderness characteristics, using Form 1, below.
- 2) Consider relevant information regarding current conditions available in the office to identify and describe any changes to the existing information (use interdisciplinary (ID) team knowledge, aerial photographs, field observations, maps, etc.), and document your findings on Form 2, below.

When Citizen Information has been submitted regarding wilderness characteristics, document the submitted materials including: date of Submission; Name of District(s) and Field Office(s) Affected; Type of material Submitted (e.g. narrative, map, and photos). Evaluate any submitted citizen information regarding the validity of proposed boundaries of the unit(s), the existence of roads and other boundary features, the size of the unit(s), and the presence or absence of wilderness characteristics based on relevant information available in the office (prior BLM inventories, ID team knowledge, aerial photographs, field observations, maps, etc.)

Conduct field reviews as necessary to verify information and to ascertain current conditions. Reach conclusions on current conditions including boundaries, size of areas and presence or absence of wilderness characteristics. Fully explain the basis for each conclusion on form 2, including any critical differences between BLM and citizen information.

Document your findings regarding current conditions for each inventoried area. Describe how the present conditions are similar to, or have changed from, the conditions documented in the original wilderness inventory. Document your findings on Form 2 for each inventory area. Cite to or attach data considered, including photographs, maps, GIS layers, field trip notes, project files, *etc.*

Year: 2011 Unit Number/Name: OR-036-057 – Clarks Butte Contiguous

**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  No  (If yes, and if more than one unit is within the area, list the names of those units.):

**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 – 1980 -- BLM Wilderness Inventory Unit partially of 3-120 of OR-03-09-01 Clarks Butte; Unit 3-127 of OR-03-09-09 Little Crater; Unit OR-03-09-10 Stitzel; Unit OR-03-09-11 Lequerica (unpublished BLM documents stored in Vale district case files)
- (X) April 1979 – *Wilderness -- Proposed Initial Inventory – Roadless Areas and Islands Which Clearly Do Not have Wilderness Characteristics, Oregon and Washington*

**Wilderness Decision Documents**

- (X) August 1979 – *Wilderness Review – Initial Inventory, Final Decision on Public Lands Obviously Lacking Wilderness Characteristics and Announcement of Public Lands to be Intensively Inventoried for Wilderness Characteristics, Oregon and Washington* (green document)
- ( ) October 1979 – *Wilderness Review – Intensive Inventory - Oregon, Proposed Decision on the Intensive Wilderness Inventory of Selected Areas* (grey document).
- (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 document)
- (X) November 1980 - *Wilderness Inventory – Oregon and Washington, Final Intensive Inventory Decisions* (brown document)
- ( ) November 1981 *Stateline Intensive Wilderness Inventory Final Decision, Oregon, Idaho, Nevada, Utah* (tan document).



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

### **APPENDIX B – INVENTORY AREA EVALUATION**

#### **Evaluation of Current Conditions:**

1) Document and review the existing BLM wilderness inventory findings on file, if available, regarding the presence or absence of individual wilderness characteristics, using Form 1, below.

2) Consider relevant information regarding current conditions available in the office to identify and describe any changes to the existing information (use interdisciplinary (ID) team knowledge, aerial photographs, field observations, maps, etc.), and document your findings on Form 2, below.

When Citizen Information has been submitted regarding wilderness characteristics, document the submitted materials including: date of Submission; Name of District(s) and Field Office(s) Affected; Type of material Submitted (e.g. narrative, map, photo). Evaluate any submitted citizen information regarding the validity of proposed boundaries of the unit(s), the existence of roads and other boundary features, the size of the unit(s), and the presence or absence of wilderness characteristics based on relevant information available in the office (prior BLM inventories, ID team knowledge, aerial photographs, field observations, maps, etc.)

Conduct field reviews as necessary to verify information and to ascertain current conditions. Reach conclusions on current conditions including boundaries, size of areas and presence or absence of wilderness characteristics. Fully explain the basis for each conclusion on form 2, including any critical differences between BLM and citizen information.

Document your findings regarding current conditions for each inventoried area. Describe how the present conditions are similar to, or have changed from, the conditions documented in the original wilderness inventory. Document your findings on Form 2 for each inventory area. Cite to or attach data considered, including photographs, maps, GIS layers, field trip notes, project files, *etc.*

## **FORM 2 -- DOCUMENTATION OF CURRENT WILDERNESS INVENTORY CONDITIONS**

**Unit Number/Name** – **OR-036-057—Clarks Butte Contiguous**

**Note:** In February, 2004, the Vale District received from Oregon Natural Desert Association (ONDA) its evaluation of wilderness characteristics for ONDA’s “Clark’s Butte proposed WSA Addition” that is located just south and adjacent to the Jordan Craters WSA. BLM’s Clark Butte unit differs in size from ONDA’s Clark’s Butte proposed WSA of 32,178 acres because BLM has determined that a portion of the northern area of BLM Unit OR-036-057 is not a portion of the Clarks Butte Unit but is separated by and shares a common boundary BLM Road 036-RT9 making the BLM’s Clarks Butte Unit 31,522 acres in size.

Within ONDA’s narrative BLM Road 036-RT9 is referred to as a “way” with information contained in their GIS and Road Logs for a portion of to BLM Road 036-RT9 as route OR9i. This presents a question of whether ONDA’s section of BLM Road 036-RT9 is an actual road or a way. Please refer to BLM’s Road analysis for BLM Road 036-RT9 where BLM has provided information about this section of road and has determined that it meets the definition of a road for inventory purposes. Because BLM determined that BLM Road 036-RT9 meets the definition of a road BLM has created the Jordan Craters contiguous Unit OR-036-092 north of BLM Road 036-RT9. Therefore, any information that ONDA included in their Clarks Butte proposed WSA Addition for the area north of BLM Road 036-RT9 (ONDA’s “way” OR9i) is addressed within BLM Unit OR-036-092 and will not be further addressed in BLM Unit OR-036-057.

**Description of Current Conditions:** [Include land ownership, location, topography, vegetation features and summary of major human uses/activities.]

### **1. Is the unit of sufficient size?**

Yes   X   No           

**Description:** Refer to this inventory unit’s associated Map 1 for its location. The 31,522 acre Clarks Butte Unit consists of the original BLM 1978 -1980 wilderness inventory units; partially of Unit 3-120 of OR-03-09-01 Clarks Butte; Unit 3-127 of OR-03-09-09 Little Crater; Unit OR-03-09-10 Stitzel; and Unit OR-03-09-11 Lequerica.. The present BLM inventory ID team met on December 19, 2008 and determined that the identified boundary roads between these four units from the original 1978-1980 inventory no longer meet the definition for a road. Because these original internal boundary roads over the last three decades have received reduced regular use and clearly indicate the absence of identifiable maintenance performed on the roadways the four units were combined creating the present BLM Unit OR-036-057 that satisfies the size criteria. Even through the new unit in its new configuration would qualify the requirement for the size criteria, the new unit would meet the size criteria no matter how many areas are within the unit because is contiguous with the Clarks Butte WSA. Acreage for BLM Unit OR-036-057

in Form 2 is calculated from BLM GIS information. The boundary for BLM Unit OR-036-057 consists of BLM Roads 7303-0-00, 7304-0-0B0, and 036-RT9 on its north and northwest sides, BLM Roads 7303-0-00, 7310-0-00, and 7310-0-0A0 on its west and southwest sides, private land parcels on its south side, and one small island of a private land parcel on the contiguous eastern various oriented sides of the Clarks Butte WSA. The natural-surfaced boundary roads receive mechanical maintenance as needed to keep them passable on a regular and continuous (seasonal) basis.

## 2. Is the unit in a natural condition?

Yes  No  N/A

**Description:** The northeast and southeast portions of BLM Unit OR-036-057 east of BLM Road and Route 7304-0-00 and northeast of BLM Route 036-RT10 generally appears to have been affected by the forces of nature because human imprints are not substantially noticeable in these areas of the unit. However, human imprints are substantially noticeable west of BLM Road and Route 7304-0-00 and southwest of BLM Route 036-RT10 in the unit.

BLM Unit OR-036-057 consists mainly of rolling low hills with a mixture of lava flows, collapsed lava tubes, lava craters, a number of low elevation buttes, a small portion of the Merrill Springs Rim, and extended areas of grass covered rangeland. Elevation levels within the unit range from a low of 3,800 feet above mean sea level (msl) along Bogus Creek at the extreme northwestern boundary of the unit and in the extreme southwestern boundary tip near Hidden valley to a high of 4,641 feet (msl) at the crest of Saddle Butte in the southeastern portion of the unit. The majority of BLM Unit OR-036-057 ranges between 3,900 to 4,200 feet. The unit is dissected by numerous small drainages near its north, west and southwest boundaries. Most all drainages from the unit flow to the west into Bogus or White Rock creeks except for a few channels that drain to the south into Jordan Creek. Vegetation within the unit consists primarily of either big or low sagebrush that contain a mix of native and non-native grass species.

Refer to this inventory unit's associated Map 1 and Map 2 for its human developments. Human imprints within the unit include 78.9 miles of about 46 motorized primitive trails, 28.7 miles of fence line, 4 pipeline systems consisting of 6.4 miles of pipe, Bogus Creek Well, West Crater Well, one storage tank, and 13 troughs, 15 earthen reservoirs, 3 fenced enclosures surrounding riparian areas along the Bogus Creek drainage, two reservoir enclosures with one small enclosure just to the north of the reservoir enclosure in section 02 of T30S, R42E and one small enclosure within the reservoir enclosure in section 08, T30S, R43E, one rock fenced corral, and 15 vegetation manipulation treatments conducted from 1966 through 1996. The numerous vegetation treatments cover about 75 percent of the acreage within the unit over the three decade period of implementation. Presently, to the average visitor, the vegetation treatments affecting the unit appears as a whole, individually and collectively, mostly distinguishable across the landscape except for the area west of the contiguous boundary with the Clarks Butte WSA and westward to

BLM Route 7304-0-00 and south/southwest of BLM Route 036-RT10 from the intersection with BLM Route 7304-0-00. At the southern boundary ending of BLM Route 036-RT10 an area containing the two exclosures in the vicinity of section 08, T30S, R43E is also included in the that section of land south/southwest of BLM Route 036-RT10. Large portions of the area west of BLM Route 7304-0-00 exclusive of some areas of extensive outcropping of broken lava fields located in the central and northern portions of the unit contain evidence of seeding drill rows and project boundaries creating linear contrast of vegetation from treatments conducted throughout the three decades of treatments.

Overall, because of the number of intrusions of human developments, their proximity to each other, the dissection of the unit by MPTs, and the linear contrast of vegetation that allows the works of man to be substantially noticeable, the portion of the unit west (1970s inventory Unit 3-127 and a small portion of Unit 120) of BLM Road and Route 7304-0-00 and south/southeast of BLM Route 036-RT10 from the intersection with BLM Route 7304-0-00 to the southern boundary of the unit does not appear to have been primarily affected by the forces of nature. The 1970s inventory concluded that a large portion of this area appeared to generally contain a natural condition except for the brush control treatment that was substantially noticeable. The unit presently contains more acreage of vegetation affected by linear contrast and additional projects constructed over the last three decades such as pipelines, troughs, reservoirs, and MPTs that access these projects now make the works of man more visual across the landscape.

Therefore, the portion of BLM Unit OR-036-057 west of BLM road and Route 7304-0-00 and south/southeast of the junction of BLM Route 036-RT10 with BLM Route 7304-0-00 does not appear to have been primarily affected by the forces of nature but by the imprint of humans that is substantially noticeable to the average visitor. Whereas, the remaining portion of BLM Unit OR-036-057 located east of BLM Road and Route 7304-0-00 and northeast of BLM Route 036-RT10 and contiguous with the Clarks Butte WSA appears primarily affected by the forces of nature because man-made features are not substantially noticeable across the unit, even though this area contains numerous earthen reservoirs, a pipeline, and miles of MPTs.

ONDA's Clarks Butte proposed WSA Addition document states that "The BLM eliminated the northern portion of 3-120 from Jordan Craters WSA because of a 2000 acre brush control, fence, troughs, reservoirs, ways, and .25 mile pipeline, which cumulatively made the area appear unnatural. This inventory found no evidence of any substantially noticeable unnatural features. Many ways were no longer visible, and the ways that were found were very overgrown and thus not visible from very far away (see previous section). The brush control and reservoirs have deteriorated with time, as they were not located and would be well over twenty years old. The pipeline was not located either." BLM corrects ONDA's information in this statement for the length and presence of the existing pipeline in the northern portion of the 1970s inventory unit 3-120. The pipeline in this area consists of two spur lines, 3 troughs, is active, and has a length of 2.6 miles.



ONDA also stated that “The BLM eliminated the southern portion of 3-120 from Jordan Craters WSA because of four miles of bladed fire line, four miles of fence, four reservoirs, and eight miles of ways, which cumulatively made the area appear unnatural. This inventory found no evidence of any substantially noticeable unnatural features. One reservoir and some ways were found, but as noted above, the ways were very overgrown and thus not visible from very far away. The fire line and other reservoirs have obviously deteriorated with time.” BLM corrects ONDA’s information in this statement for the length and presence of the existing MPTs and the 4 reservoirs. BLM MPTs have a length of 9.3 miles and there are 3 active reservoirs within the portion of the 1970s inventory unit 3-120 that BLM refers to as Area B below in this report. The fourth reservoir lies outside of BLM’s Area B that excluded a small portion of the southern portion of 3-120 that ONDA refers to.

ONDA went on to state that “Unit 3-127A was deemed to have a substantially noticeable cumulative effect of development based on ways, pipeline, fence, reservoirs, and 10,000 acres of brush control and the size and topography of the unit. A water tank and short pipeline were found at the intersection of OR20d and OR20e. This small area should be excluded. Photo CA50 shows sage taking over a probable area of crested wheat seeding or possibly the brush control area. No other brush control was found. As the unit is now contiguous with other units, size and topography do not play a part in cumulative effect. The ways in the midst of the units have deteriorated so much that they are now barely visible, making them substantially unnoticeable.” BLM corrects ONDA’s information in this statement for the quantity of man-made intrusions and vegetation treatments within the area covered by the 1970s inventory of unit 3-127. Please refer to BLM Maps for Unit OR-036-057 and the Natural Condition section above for human influences within the area that was unit 3-127 in the 1970s inventory. The area that was unit 3-127 presently contains 60.1 miles of MPTs, 14 vegetation treatments from 1956 through 1996, 6 pipeline spurs with a total length of 3.8 miles with 10 troughs, 2 wells, and one water storage tank, 22.9 miles of fence line, 10 reservoirs, 3 fenced exclosures surrounding riparian areas along the Bogus Creek drainage, and one rock fenced corral.

Because the portion of BLM Unit OR-036-057 west of BLM Route 7304-0-00 and southwest of BLM Route 036-RT10 is found to not be primarily affected by the forces of nature the characteristics for outstanding opportunities for solitude and primitive and unconfined recreation will not be addressed below for this area within BLM Unit OR-036-057. The remaining area of BLM Unit OR-036-057 that is contiguous with the Clarks Butte WSA will be inventoried for all remaining wilderness values and addressed as Areas A and B because the two areas are separated by a portion of the Clarks Butte WSA.

### 3. Does the unit have outstanding opportunities for solitude?

Yes  No  N/A

**Description:** BLM concludes that Areas A and B of BLM Unit OR-036-057 does provide outstanding opportunities for solitude.

The unit possesses two irregular shaped areas that are contiguous with the boundary of the Clarks Butte WSA and west to BLM Road and Route 7304-0-00 and BLM Route 036-RT10. The northern Area A has a length of about 3 miles along the eastern boundary that extends to the west for about 2.5 miles before narrowing to 1.5 miles and then to a point along BLM Road 7304-0-00. Most of the width of Area A is slightly over 2.5 miles until it narrows to the west over the last 0.5 miles. Elevation levels within Area A range from a low of 4229 feet above mean sea level (msl) at the extreme southwestern boundary and to a high of 4,526 feet (msl) at the crest of a small butte near the central eastern boundary. The majority of Area A in BLM Unit OR-036-057 slopes to the west and decreases in elevation by about 100 feet every 0.75 miles to the west from the eastern boundary with the contiguous Clarks Butte WSA. Area A consists of westward sloping nearly flat outcroppings of volcanic rock that contain small internal draining depressions throughout its entire terrain. Vegetation within the unit consists primarily of either big or low sagebrush that contain a mix of native and non-native grass species.

The southern Area B is slightly over 3.0 miles in length at its northern boundary with the center portion of the area narrowing to just over 2.0 miles then varies along its southwestern boundary which narrows to about one quarter mile before expanding to a 2.0 mile extension to the east. The width of Area B is roughly 1.5 miles long in the west and expands to about 2.0 miles in the central portions of the area and averages about 0.5 miles to the east throughout the extension to the east. Elevation levels within Area B range from a low of 4262 feet above mean sea level (msl) at the extreme southwestern boundary and to a high of 4,526 feet (msl) at the crest of Saddle Butte near the central northern boundary. The majority of Area B in BLM Unit OR-036-057 slopes to the southwest and decreases in elevation by about 200 within approximate one mile from Saddle Butte then levels to nearly flat terrain westward to the west boundary. Elevation of the southeastern arm of Area B rises about 50 feet from the west to the center of the arm then descends 50 feet to the eastern boundary with the contiguous Clarks Butte WSA. Most of Area B consists of westward sloping nearly flat outcroppings of volcanic rock with a small lava flow expressed on the surface near the south central portion of the area. Vegetation within the unit consists primarily of either big or low sagebrush that contain a mix of native and non-native grass species.

Although there is sufficient topographic screening to restrict the view across entire sections of Areas A and B from many of the unit boundaries the majority of the unit lacks pronounced features, secluded sites, and does not contain any extensive vegetative screening for seclusion from others. BLM determined that due to the chemical vegetation treatments of 1966 and 1969 and the 1985, 1986, and 1996 wildland fires much of the brush component within the entire unit and in Areas A and B do not provide any extensive vegetative screening for seclusion from others. Although a number of MPTs dissect Area A of BLM Unit OR-036-057 these routes are not well traveled and are not substantially noticeable across the unit because of the slope of the terrain and the presence of the volcanic rock and internal draining depressions throughout Area A. These features add some relief across the landscape providing small areas of remoteness and solitude away from vehicular traffic. Additionally a larger number of MPTs dissect BLM Unit OR-036-057 Area B making it difficult for one to find large areas of

remoteness or solitude away from potential vehicular traffic in portions of the area. As a result of Area A's and B's size relative to its shape, the absence of vegetative screening, and the lack of diversity in relief over most of the area, the unit does not contain outstanding opportunities for solitude in itself but presents no impediment and serves as an extension for those opportunities for solitude identified for the Clarks Butte WSA.

ONDA's 2004 document presented that their inventory findings for the Clarks Butte proposed WSA Addition would enhance previously noted outstanding opportunities for solitude in the contiguous Jordan Carters WSA by its large size and screening by lava fields and is filled with ridges (photos CA 41, 42, 54, DA24, 30-34), rolling hills and sage (photo BD46), rock outcroppings (photo BD20), flowers (photo BD1), lupine (photos DA2, 6), lava (photo DA11), and even Russian Olive Trees (photos BD7, 9, 10).

ONDA stated that these topographic and vegetative features provide screening for solitude, an outstanding setting for primitive recreation, and diversity. ONDA also concluded that the Clark's Butte proposed WSA Addition is contiguous with Jordan Craters WSA due to the Biscuit Butte Rd (photos BD45, 47), which is a way [BLM Road 7304-0-00] by the time it gets to Clark's Butte proposed WSA Addition, follows JC3 [BLM Roads 7304-0-00 and 036-RT9] and connects to the south part of OR9i [BLM Road 036-RT9]. ONDA further states that the part of 3-120 [Original inventory unit for Clarks Butte WSA] is therefore not separated from the Mud Lake portion of 3-128 [BLM Unit OR-036-092]. JC1b [BLM Road 7304-0-00 around BLM Unit OR-036-092] is also not visible from the south. Most of these ways have never been improved or maintained by mechanical means and none of them still are.

BLM has determined that BLM Roads 7304-0-00 and 036-RT9 meet the definition of a road. Therefore, the Clarks Butte Area A is not contiguous with the Jordan Craters WSA or BLM Unit OR-036-092 and does not enhance outstanding opportunities for solitude in the Jordan Craters WSA. BLM also determined that the majority of the area in ONDA's Clarks Butte proposed WSA Addition were found to not be primarily affected by the forces of nature and were excluded from further findings of wilderness values for solitude and recreation.

#### 4. Does the unit have outstanding opportunities for primitive and unconfined recreation?

Yes   X   No        N/A       

**Description:** BLM concludes that BLM Unit OR-036-057 provides outstanding opportunities for primitive and unconfined recreation. For the Clarks Butte WSA, BLM previously determined that outstanding opportunity for primitive and unconfined recreation exists within the WSA. BLM's Unit OR-036-057 recreation opportunities -- individually or in combination -- are not considered to be outstanding but because Area A and B of Unit OR-036-057 are contiguous with the WSA, BLM concludes that Areas A and B do provide outstanding opportunities for primitive and unconfined recreation.

Primitive recreation opportunities within the Clarks Butte WSA are limited by a lack of distinguishing features. Spelunking in the area's lava tubes, hiking and hunting are the only notable recreation opportunities available in the WSA. Present recreation use is limited. Special features within the WSA consist of two different lava flows in conjunction with a younger flow in the adjacent Jordan Craters WSA exhibit three stages in the aging and weathering of volcanic features. A small area of very recent, textured lava is located within the Lava Butte flow. The texture, color and possibly chemical composition of the extrusion differ from the more common pahoehoe flows. The Lava Butte flow contains at least one system of lava tubes which contains some uncollapsed cave segments. Collapsed tubes and other fissure areas provide stable temperatures and humidity which promote the growth of mosses and ferns that are not normally found in the arid climate of this region of Oregon. The scientific and educational importance of the WSA is indicated by the results of previous scientific studies and by its inclusion in the Jordan Craters ACEC/RNA.

BLM concludes that BLM Unit OR-036-057 Areas A and B do not provide outstanding opportunities for primitive and unconfined recreation in themselves. Opportunities for primitive and unconfined types of recreation are available in the unit, but the opportunities are not outstanding or to a level that values were identified for recreation within the Clarks Butte WSA. Recreational opportunities within Areas A and B include hiking, camping, horseback riding, photography, bird watching, geological study, general sightseeing, and hunting of common game species (chukar, antelope, and deer). The opportunities for these activities are not outstanding because, relative to others of its kind, the Areas as a whole lack scenic quality, diversity of landforms, and challenging terrain.

Primitive and unconfined recreation opportunities that were described within ONDA's Clark's Butte proposed WSA Addition were described as "hiking, backpacking, herpetology, botany, geological exploration, photography, sightseeing, and general enjoyment of the grand vistas of the desert are only some of the outstanding recreation activities in which one could participate. The vastness of the Clark's Butte proposed WSA Addition and the entire WSA provide an almost limitless playground." BLM does not agree that those recreation opportunities that ONDA determined to be outstanding because of the previous statements that BLM presented in the above paragraphs.

##### 5. Does the unit have supplemental values?

Yes  No  N/A

**Description:** The extreme northeast corner of BLM Unit OR-036-057 contains a portion of the Jordan Craters Area of Critical Environmental Concern and the Jordan Craters Research Natural Area (RNA). The existing 29,785-acre Jordan Craters ACEC/RNA, established by the Oregon/Washington BLM State Director decision in 1975, is located 18 miles northwest of Jordan Valley and 5 miles southeast of the Owyhee River. The ACEC/RNA has high scenic values associated with the geology; geologically recent extrusive olivine basalt lava flow is one of the primary resource values in the

ACEC/RNA. There are additional values for research of plant succession on barren rock, on plant communities in kipukas (relict islands of soil and plants that the lava flow missed), and on rare plants that survive in the vertical cracks in the lava. Also, several State sensitive wildlife species occur in the ACEC/RNA. The area has been the focus of several short and long-term studies on plant communities, geologic processes, and plant physiology with direct implications to BLM management activities. The proposed additions would add at least two more lava emission sources and three lava flows of older and younger ages on which to study plant succession. There also is a threetip sagebrush community with a near climax bunchgrass understory. These additional flows contain lava tubes that serve as maternal sites for the State sensitive western big-eared bat.

The relevant and important values identified for the existing ACEC/RNA are historic, cultural, scenic, wildlife habitat, special status animals and habitat, rare plants numerous fern species in a desert environment), terrestrial plant community (threetip sagebrush/bluebunch wheatgrass), riparian plant community (freshwater pond system), and rare geologic features (multiple age lava flows).

ONDA states that its Clark's Butte proposed WSA Addition may provide habitat for the Ground Snake, Ferruginous Hawk, Townsend's Big-eared Bat, Pygmy Rabbit, and the White-tailed Antelope Squirrel, all of which are designated "sensitive species" by the State of Oregon. Also ODNA stated that the Townsend's Big-eared Bat and Pygmy Rabbit are Federal Species of Concern. BLM recognizes – at this point in time-- the Pygmy Rabbit and Townsend's Big-eared Bat as a BLM special status animal species and acknowledges that habitat requirements may exist for the Ground Snake, Ferruginous Hawk, and the White-tailed Antelope Squirrel. However, neither ONDA nor any other entity has provided BLM with official documentation of the presence of these mentioned species, or of the Pygmy Rabbit and Townsend's Big-eared Bat in the inventory unit. BLM's own documentation does not contain evidence of the presence of these species either.

ONDA further states that the Clark's Butte proposed WSA Addition provides habitat for Bighorn Sheep and contains Sage Grouse leks (both of these are Federal Species of Concern), according to the Southeastern Oregon Resource Management Plan (SEORMP). BLM has documented one sage grouse lek within the unit while another lek identified within the SEORMP is located a short distance to the east within the boundary of the Clarks Butte WSA. BLM agrees with ONDA that the bird is a BLM special status animal species. However, BLM does not agree that the SEORMP has identified potential habitat for Bighorn Sheep within the boundaries of ONDA's Clark's Butte proposed WSA Addition. The SEORMP has identified potential habitat for Bighorn Sheep just to the north and west of ONDA's Clark's Butte proposed WSA Addition but not within its boundaries. Please refer to SEORMP Map WLDF-2: Sage Grouse Leaks, Raptor Concentration Areas, and Bighorn Sheep Range for habitat and lek sites that BLM has identified for Bighorn Sheep and Sage Grouse.

**Summary of Findings and Conclusion**

**Unit Name and Number:**OR-036-057 – Clarks Butte Contiguous

**Summary Results of Analysis:**

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

**Conclusion -- check one:**

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

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**Approved by:**

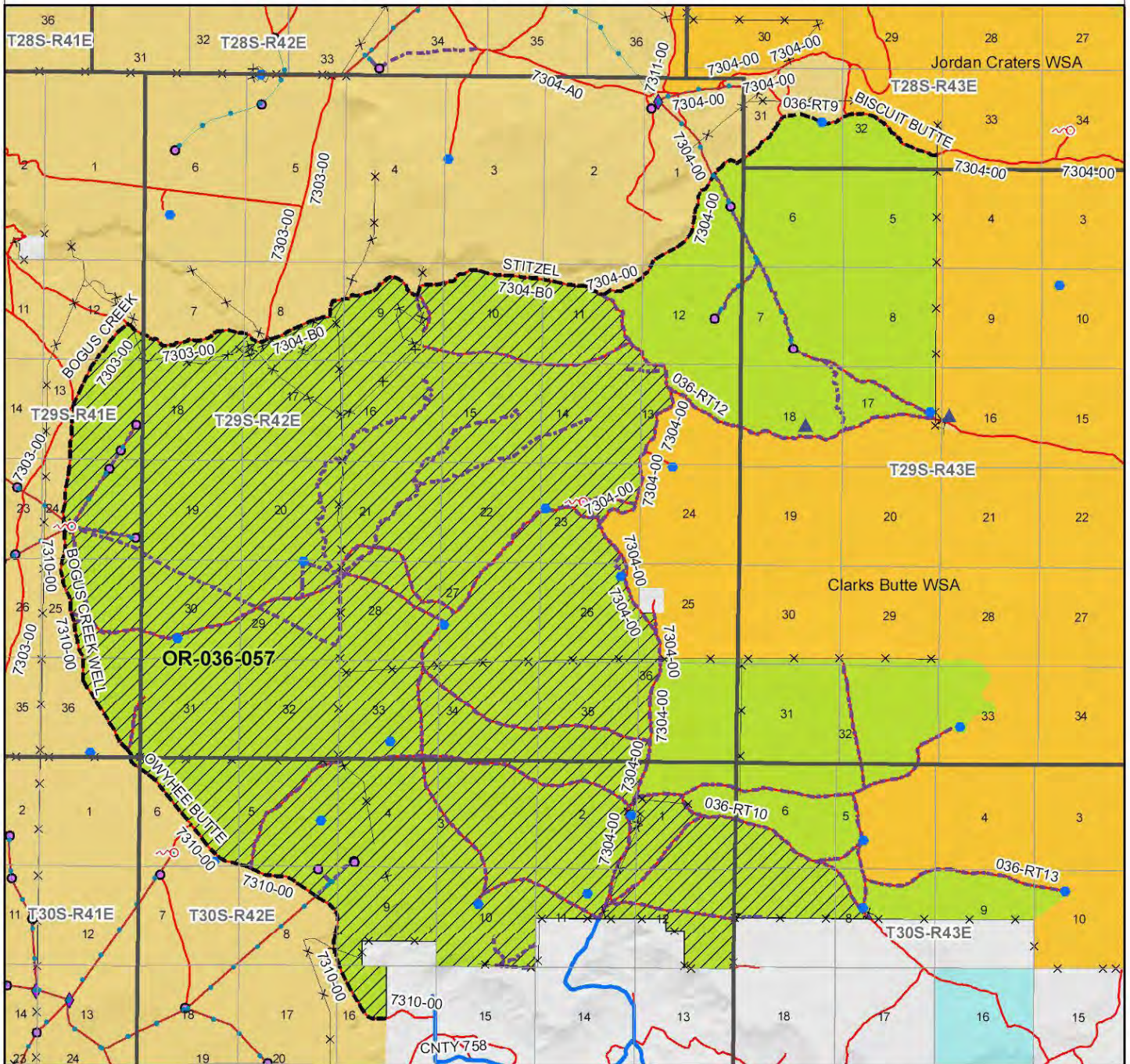
Carolyn Freeborn   4/5/2011   
 Carolyn Freeborn, Jordan Resource Area Field Manager Date

*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.*



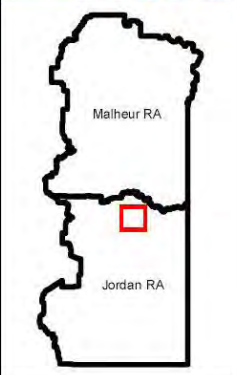
# Wilderness Characteristics - Overview

## Clarks Butte Contiguous - OR-036-057 - Map 1 of 2



**Legend**

<ul style="list-style-type: none"> <li> Developed Spring</li> <li> Wildlife Guzzler</li> <li> Earthen Reservoir</li> <li> Pipeline</li> <li> Trough</li> <li> Fence</li> <li> Storage Tank</li> <li> Surface Mining Disturbance</li> <li> Sage Grouse Lek</li> <li> Special Status Plant</li> <li> BLM Wild Char Inventory Unit</li> <li> Wilderness Study Area</li> <li> Mineral Material Site</li> <li> Road Utility Right-of-Way</li> <li> Major Water Body</li> </ul>	<p><b>Route Types - BLM Determination</b></p> <ul style="list-style-type: none"> <li> Boundary Road</li> <li> Motorized Primitive Trail (MPT)</li> <li> Discontinued Use</li> </ul> <p><b>Routes - Outside Wild Char Unit</b></p> <ul style="list-style-type: none"> <li> County</li> <li> Major Highway</li> <li> BLM Numbered &amp; Other Routes</li> </ul> <p><b>Land Ownership</b></p> <ul style="list-style-type: none"> <li> Bureau of Land Management</li> <li> State</li> <li> Private</li> <li> Other Federal Land</li> </ul>
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**U.S. DEPARTMENT OF THE INTERIOR**  
BUREAU OF LAND MANAGEMENT

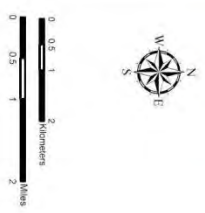
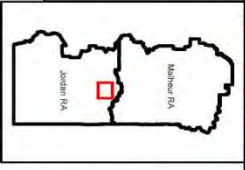
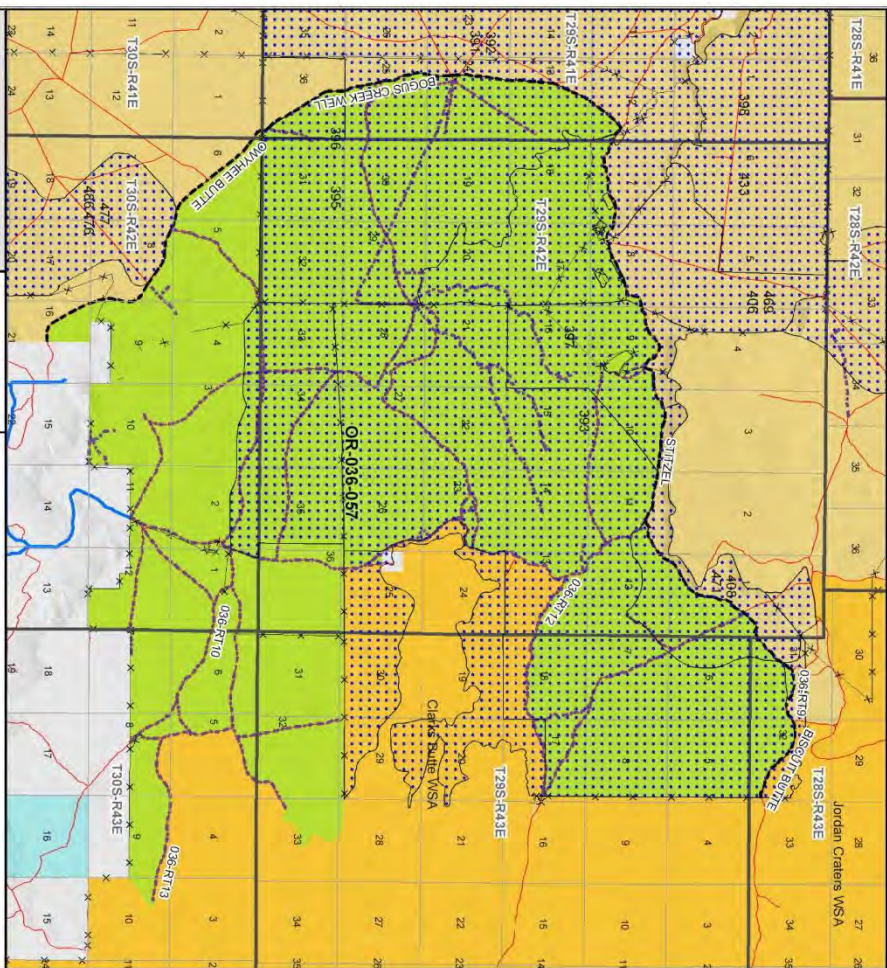
**VALE DISTRICT**  
March 23, 2011

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--FINAL--



**Wilderness Characteristics - Land Treatments**  
**Clarks Butte Contiguous - OR-036-057 - Map 2 of 2**



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 VALE DISTRICT  
 March 23, 2011  
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--FINAL--

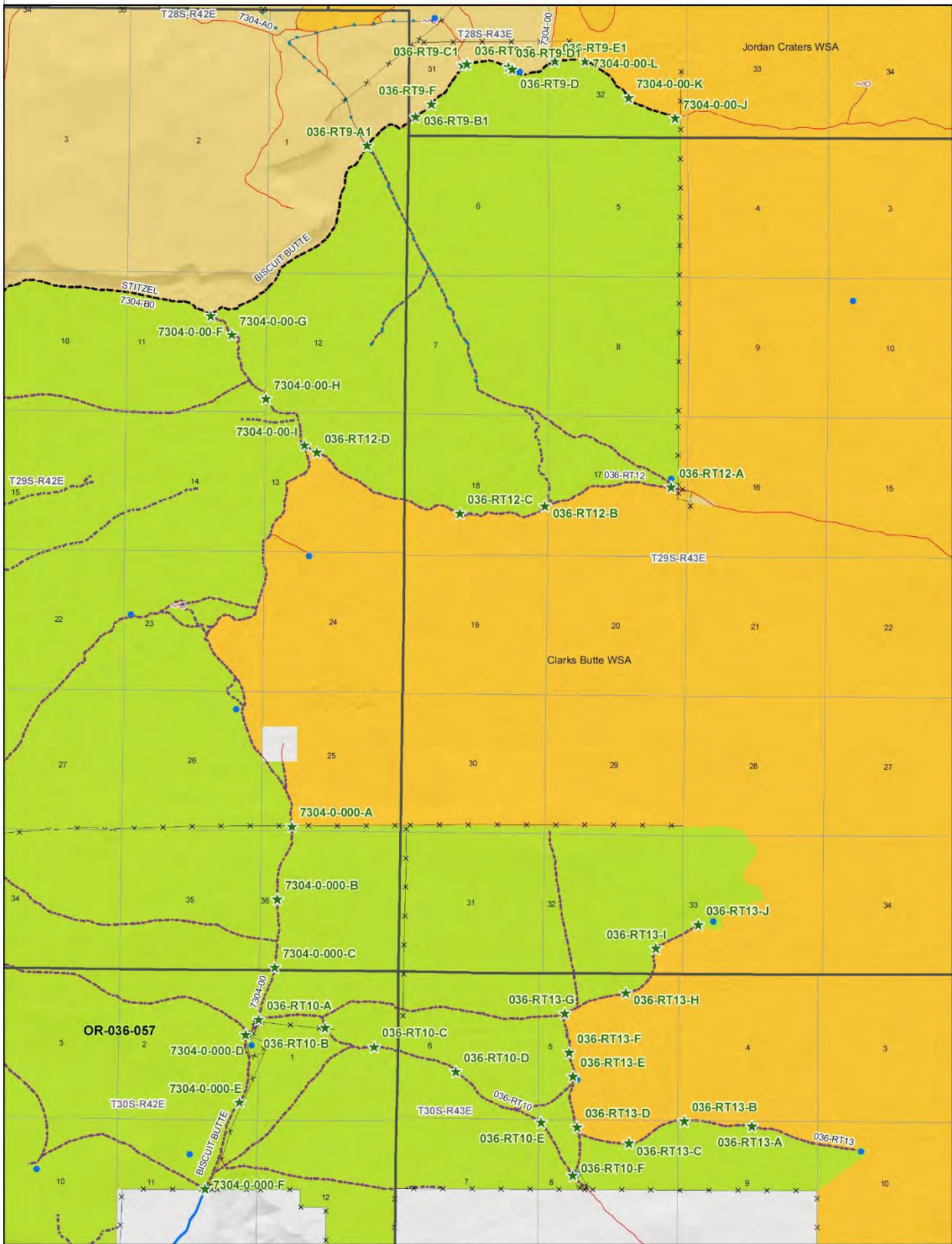
**Wilderness Characteristics - Land Treatments**  
**Clarks Butte Contiguous - OR-036-057 - Map 2 of 2**

OBJECTID*	PROJ_NAME	PROJ_TYPE	DATE_COMPLETED	COMMENTS
391	OWYHEE CANYON B.C.	Chemical Treatment	1966	Check
392	OWYHEE CANYON B.C.	Drill Seeding	1966	
393	WEST CRATER B.C.	Chemical Treatment	1969	
395	BOGUS CR REHAB	Drill Seeding	1973	
396	BOGUS CR REHAB	Aerial Seeding	1973	
397	BOGUS LAKE REHAB	Drill Seeding	1973	
398	BOGUS CR B.C. & SDG	Chemical Treatment	1986	Check
406	BOGUS CR ESR & ADDENDUM	Drill Seeding	1996	
408	BOGUS CR ESR & ADDENDUM	Drill Seeding	1996	
433	BOGUS CR B.C. & SDG	Drill Seeding	1986	
469	BOGUS CR ESR & ADDENDUM	Aerial Seeding	1996	
471	BOGUS CR ESR & ADDENDUM	Aerial Seeding	1996	
476	TANKKEY ESR	Drill Seeding	1985	Check
477	BONEY ESR	Drill Seeding	1985	Check
486	BONEY ESR	Aerial Seeding	1985	Check

Note: The Land Treatments represented by navy blue dots on the map to the left are labeled with the treatments' ObjectIDs listed in the first field of the Land Treatments table shown above. Multiple types of treatments may have been applied to the same area. For example, one treatment area may have been plowed and drill seeded - a record is shown in the table for each type of treatment.



# Wilderness Characteristics - BLM Photo Points Clarks Butte Contiguous - OR-036-057

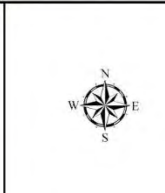


**Legend**

- Developed Spring
- ▲ Wildlife Guzler
- Earthen Reservoir
- Pipeline
- Fence
- Mineral Material Site
- Road Utility ROW
- Wilderness Study Area
- ★ BLM Wild Char Inventory Photo Points
- BLM Wild Char Inventory Unit

**Route Types - BLM Determination**

- Boundary Road
- Motorized Primitive Trail (MPT)
- - - Discontinued Use
- Routes - Outside Wild Char Unit
- County
- Major Highway
- BLM Numbered & Other Routes



N  
W — E  
S

0 0.25 0.5 1  
Kilometers  
0 0.25 0.5 1  
Miles

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March 23, 2011

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--FINAL--

Note: The BLM Wild Char PhotoPoints displayed on the map are labeled with their Photo Locations. The BLM Photo Log table shown above lists the photos taken at their respective Photo Locations. Multiple photos may be taken at each Photo Location. Scenery and Project Photo Type pictures have their names provided in the Comments field.

**Wilderness Characteristics - BLM Photo Points Log  
Clarks Butte Contiguous - OR-036-057**

PHOTO_LOCATION*	DIRECTION	PHOTO_TYPE	PHOTO_DATE	COMMENTS
036-RT10-A	E	Route	20080824	Front, beginning of 036-RT10
036-RT10-A	W	Route	20080824	Back, beginning of 036-RT10, intersection
036-RT10-B	S	Route	20080824	Front, cattle gate
036-RT10-B	N	Route	20080824	Back
036-RT10-B	E	Project	20080824	OR-036-058-B-E Fence
036-RT10-C	E	Route	20080824	Front
036-RT10-C	W	Route	20080824	Back
036-RT10-D	SE	Route	20080824	Front
036-RT10-D	NW	Route	20080824	Back
036-RT10-E	SE	Route	20080824	Front
036-RT10-E	NW	Route	20080824	Back
036-RT10-F	SE	Route	20080824	Front, end of 036-RT10
036-RT10-F	NW	Route	20080824	Back, end of 036-RT10
036-RT12-A	W	Route	20090413	Grass in route
036-RT12-A	E	Route	20090413	Grass in route
036-RT12-B	W	Route	20090413	Grass in route
036-RT12-B	E	Route	20090413	Grass in route
036-RT12-C	W	Route	20090413	Grass in route
036-RT12-C	E	Route	20090413	Grass in route
036-RT12-D	W	Route	20090413	Small berm.
036-RT12-D	E	Route	20090413	Small berm.
036-RT13-A	E	Route	20090414	Route disappears.
036-RT13-A	W	Route	20090414	Grass and brush in route.
036-RT13-B	W	Route	20090414	Grass and brush in route.
036-RT13-B	E	Route	20090414	Grass and brush in route.
036-RT13-C	W	Route	20090414	Grass and brush in route.
036-RT13-C	E	Route	20090414	Grass and brush in route.
036-RT13-D	N	Route	20090414	Grass and brush in route.
036-RT13-D	S	Route	20090414	Grass and brush in route.
036-RT13-E	N	Route	20090414	Grass and brush in route.
036-RT13-E	S	Route	20090414	Grass and brush in route.
036-RT13-F	N	Route	20090414	Cut and fill. Grass and brush in route. Rocks removed.
036-RT13-F	S	Route	20090414	Grass and brush in route.
036-RT13-G	E	Route	20090414	Grass and brush in route.
036-RT13-G	W	Route	20090414	Grass and brush in route.
036-RT13-H	E	Route	20090414	Grass and brush in route.
036-RT13-H	W	Route	20090414	Grass and brush in route.
036-RT13-I	NE	Route	20090414	Grass and brush in route.
036-RT13-I	SW	Route	20090414	Grass and brush in route.
036-RT13-J	NE	Route	20090414	Grass and brush in route.
036-RT13-J	SW	Route	20090414	Grass and brush in route.
036-RT9-A1	NE	Route	20080825	Front, beginning of 036-RT9
036-RT9-A1	SW	Route	20080825	Back, beginning of 036-RT9
036-RT9-B1	NE	Route	20080825	Front
036-RT9-B1	SW	Route	20080825	Back
036-RT9-C1	E	Route	20080825	Front, cattle gate and fence
036-RT9-C1	SW	Route	20080825	Back
036-RT9-D	NW	Route	20090413	Rocks removed from route.
036-RT9-D	SE	Route	20090413	Rocks removed from route.
036-RT9-D1	SW	Route	20080825	Front
036-RT9-D1	NW	Route	20080825	Back
036-RT9-E	W	Route	20090413	Berm.
036-RT9-E	E	Route	20090413	Berm.
036-RT9-E1	E	Route	20080825	Front, end of 036-RT9
036-RT9-E1	W	Route	20080825	Back, end of 036-RT9
036-RT9-F	SW	Route	20090413	Berm.
036-RT9-F	NE	Route	20090413	Berm.
7304-0-00-F	N	Route	20080823	Front, end of RT 7304-0-00, intersection
7304-0-00-F	SE	Route	20080823	Back, end of RT 7304-0-00
7304-0-00-G	NW	Route	20080823	Front
7304-0-00-G	SE	Route	20080823	Back
7304-0-00-H	N	Route	20080823	Front
7304-0-00-H	S	Route	20080823	Back
7304-0-00-I	NW	Route	20080823	Front, beginning of RT-7304-0-00
7304-0-00-I	SE	Route	20080823	Back, beginning of RT 7304-0-00, intersection
7304-0-000-A	S	Route	20080824	Front, beginning of RT 7304-0-000
7304-0-000-A	N	Route	20080824	Back, beginning of RT 7304-0-000, cattle gate
7304-0-000-A	E	Project	20080824	OR-036-058-A-E Fence
7304-0-000-A	W	Project	20080824	OR-036-056-A-W Fence
7304-0-000-B	S	Route	20080824	Front
7304-0-000-B	N	Route	20080824	Back
7304-0-000-C	S	Route	20080824	Front
7304-0-000-C	N	Route	20080824	Back
7304-0-000-D	SW	Route	20080824	Front
7304-0-000-D	NE	Route	20080824	Back
7304-0-000-E	SW	Route	20080824	Front
7304-0-000-E	NE	Route	20080824	Back
7304-0-000-F	S	Route	20080824	Front, end of RT 7304-0-000, cattle gate.
7304-0-000-F	N	Route	20080824	Back, end of RT 7304-0-000
7304-0-000-F	E	Project	20080824	OR-036-058-F-E Fence
7304-0-000-F	W	Project	20080824	OR-036-056-F-W Fence

Note: The BLM Wild Char PhotoPoints displayed on the map are labeled with their Photo Locations.

The BLM Photo Log table shown above lists the photos taken at their respective Photo Locations.





036-RT12-A-E.jpg



036-RT12-A-W.jpg



036-RT12-B-E.jpg



036-RT12-B-W.jpg



036-RT12-C-E.jpg



036-RT12-C-W.jpg



036-RT12-D-E.jpg



036-RT12-D-W.jpg



036-RT13-A-E.jpg





036-RT13-A-W.jpg



036-RT13-B-E.jpg



036-RT13-B-W.jpg



036-RT13-C-E.jpg



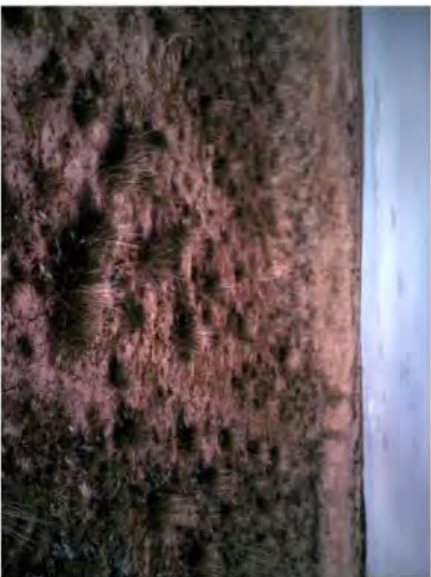
036-RT13-C-W.jpg



036-RT13-D-N.jpg



036-RT13-D-S.jpg

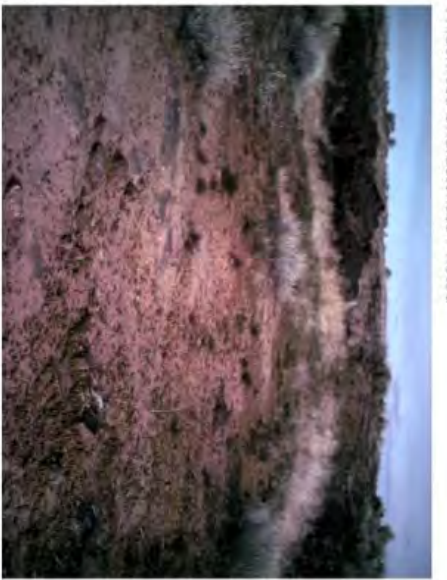


036-RT13-E-N.jpg



036-RT13-E-S.jpg





036-RT13-F-N.jpg



036-RT13-G-W.jpg



036-RT13-I-NE.jpg

OR-036-057 Clarks Butte Contiguous Page 3



036-RT13-F-S.jpg



036-RT13-H-E.jpg



036-RT13-I-SW.jpg



036-RT13-G-E.jpg



036-RT13-H-W.jpg



036-RT13-J-NE.jpg





036-RT13-J-SW.jpg



036-RT151-B-E.jpg



036-RT151-C-W.jpg



036-RT151-A-E.jpg



036-RT151-B-W.jpg



036-RT151-D-E.jpg



036-RT151-A-W.jpg



036-RT151-C-E.jpg



036-RT151-D-W.jpg





036-RT51-E-E.jpg



036-RT51-E-W.jpg



036-RT51-F-E.jpg



036-RT51-F-W.jpg



036-RT9-A-E.jpg



036-RT9-A-W.jpg



036-RT9-A1-NE.JPG



036-RT9-A1-SW.JPG



036-RT9-B-E.jpg





036-RT9-B-W.jpg



036-RT9-C-E.jpg



036-RT9-C1-SW.JPG



036-RT9-B1-NE.JPG



036-RT9-C-W.jpg



036-RT9-D-NW.jpg



036-RT9-B1-SW.JPG



036-RT9-C1-E.JPG



036-RT9-D-SE.jpg





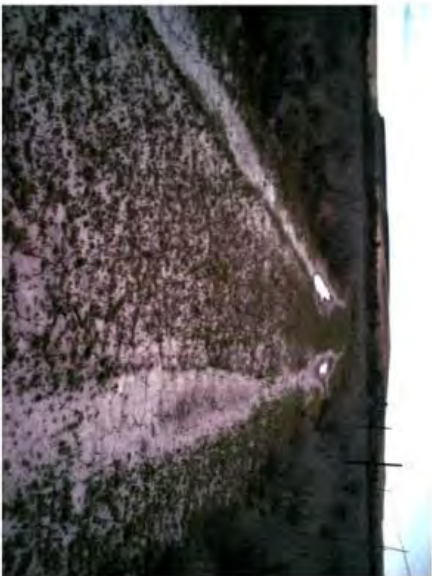
036-RT9-D1-NW.JPG



036-RT9-D1-SW.JPG



036-RT9-E-E.jpg



036-RT9-E-W.JPG



036-RT9-E1-E.JPG



036-RT9-E1-W.JPG



036-RT9-F-NE.jpg



036-RT9-F-SW.jpg



7304-0-00-F-N.JPG





7304-0-00-F-SE.JPG



7304-0-00-G-NW.JPG



7304-0-00-G-SE.JPG



7304-0-00-H-N.JPG



7304-0-00-H-S.JPG



7304-0-00-H-NW.JPG



7304-0-00-I-SE.JPG



7305-0-00-B1-NW.jpg



7305-0-00-B1-SE.jpg





7305-0-00-C1-NW.jpg



7305-0-00-E1-E.jpg



7305-0-00-F1-W.jpg



7305-0-00-C1-SE.jpg



7305-0-00-E1-W.jpg



7305-0-00-G1-E.jpg



7305-0-00-D1-W.jpg



7305-0-00-F1-E.jpg



7305-0-00-G1-W.jpg



7305-0-00-H1-E.jpg



7305-0-00-H1-W.jpg



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

### APPENDIX C – ROAD\* ANALYSIS

(Factors to consider when determining whether a route is a road for wilderness inventory purposes)

**Wilderness Inventory Unit Name/Number (UNIT\_ID): OR-036-057—Clarks Butte (Contiguous)**

**NOTE:** This unit is affected by ONDA’s proposed Clarks Butte WSA.

**Route Name and/or Identifier** *(Include Transportation Plan Identifier, if known; include route number supplied by citizen information when available):*

BLM Road 7304-0-00 Section A-B (Biscuit Butte Road)

ONDA partial of designated BLM Road 7304-0-00 did not give their route JC3 a route classification in the Geographical Information System (GIS) information submitted with their 2004 document but listed it as FETYPE – None. Within the narrative for Clark’s Butte proposed WSA Addition ONDA referred to a section of Biscuit Butte Road (JC3 as listed in ONDA’s GIS data) as a “way”.

- I. LOCATION:** Refer to attached map. This section of BLM Road 7304-0-00 is partial of the north boundary of Area A in the Clarks Butte Unit OR-036-057.

**List photo point references:**

BLM Road 7304-0-00 photos 7304-0-00-J through L (6 photos)

ONDA routes (none) JC3 photos BD045 and BD047

**II. CURRENT PURPOSE OF ROUTE:**

*(Examples: Rangeland/Livestock Improvements (stock tank, developed spring, reservoir, fence, corral), Inholdings (ranch, farmhouse), Mine Site, Concentrated Use Site (camp site), Utilities (transmission line, telephone, pipeline), Administrative (project maintenance, communication site, vegetation treatment)*

**Describe:** BLM Road 7304-0-00 is a well-used main access east-west route between the Cow Lakes area and the Owyhee River Rim. BLM Road 7304-0-00 is utilized mainly by recreationist for accessing the southern area of the Jordan Craters WSA, 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, pipelines, and reservoirs) in two allotments. Road 7304-0-00 is also used on a seasonal basis by hunters and as an alternative route around Mud Lake when the water within Mud Lake precludes travel along BLM Road 036-RT9. This section of BLM

Road 7304-0-00 is the current southern boundary of the Jordan Craters WSA and the northern boundary of the Clarks Butte WSA and the Clarks Butte Contiguous Unit Area A OR-036-057.

ONDA in their 2004 Wilderness inventory document made the following statement to provide information that there were no roads in the northern portion of their Clark's Butte proposed WSA Addition; "Biscuit Butte Rd (photos BD45, 47), which is a way by the time it gets to Clark's Butte proposed WSA Addition, follows JC3 and connects to the south part of OR9j."

BLM corrects the statement by; 1) Biscuit Butte Road (ONDA's route JC3 partial of BLM Road 7304-0-00) does not follow the entire route that ONDA has listed in their document; 2) A portion of ONDA's route JC3 that heads eastward from ONDA route OR9j is not a route but a livestock trail and leads to a reservoir where ONDA route JC3 should end; 3) Coming from east of the reservoir ONDA's JC3 (BLM Road 7304-0-00 then to spur Road 036-RT9) ends at the reservoir and follows the livestock trail but should continue around the reservoir following BLM Road 036-RT9 through a portion of Mud Lake shoreline and westward to join in with ONDA route OR9i that is another section of BLM Road 036-RT9.

### 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 \_\_\_\_\_ Graveled \_\_\_\_\_ Roadside  
Berms X Cut/Fill \_\_\_\_\_ Other \_\_\_\_\_

**Describe:** BLM Road 7304-0-00 was probably constructed sometime during the 1960s-1970s by heavy equipment, consists of natural material, and is part of the BLM Vale District Transportation Plan. No exact date can be found at this time when the road was constructed but BLM Road 7304-0-00 contains remnants of berms along both sides of the bladed roadbed. Vegetation now covers the majority of the berms.

BLM Road 7304-0-00 contains berms along the majority of both sides of the bladed roadbed. The majority of the berms along the roadbed are now covered mostly by perennial grasses and along with annual plants since the original berm width has not been bladed for many years. Currently in an effort to reduce weed establishment along roads

on public land the BLM blades only the roadbed when performing maintenance and not the entire width of the road that included berms when the road was originally constructed.

Presently the original constructed road berms are not particularly pronounced but the width of the constructed road can be determined along the road by the lack of brush (photo 7304-0-00-L-E and ONDA photo DB 045). All six BLM photographs along BLM Road 7304-0-00 show that maintenance was performed since the road was constructed as indicated by the lack of any vegetation across the bladed road width (excluding berms) and areas of natural material left on the sides of the road by the road-grader's blade.

ONDA in their 2004 Wilderness inventory document made the following statement to provide information that there were no roads in the northern portion of their Clark's Butte proposed WSA Addition; "Biscuit Butte Rd (photos BD45, 47), which is a way by the time it gets to Clark's Butte proposed WSA Addition, follows JC3 and connects to the south part of OR9j." Based on these photographs and field information, ONDA determined that a section of BLM Road 7304-0-00 was not a road but a way. Contained within ONDA's GIS information for their inventoried routes ONDA claimed the JC3 section of BLM Road 7304-0-00 was not visible or improved, overgrown, and no sign of use which is inconsistent with ONDA photographs DB 045 and 047.

## V. IMPROVEMENTS

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

By Hand Tools \_\_\_\_\_ By Machine \_\_\_\_\_

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

If yes: Hand Tools (Y/N) \_\_\_\_\_ Machine (Y/N)  Y

**Explain:** Maintenance was last performed on BLM Road 7304-0-00 in 2005 by BLM heavy equipment. The roadway is wide, void of perennial vegetation, and contains both recent mineral material berms made by heavy equipment (BLM photo 036-RT9-J-W, K-E, L-E, and L-W) adjacent to berms that were originally constructed that are now partially covered by perennial vegetation.

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, 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 proposes 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 does not create visual intrusions.

**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  No

**Comments:** The main reason that BLM Road 7304-0-00 would continue to be approved to be maintained by BLM management is because the route is the main access-egress well-used road between the Cow Lakes area that connects with various roads along the Owyhee River Rim. Continued maintenance of this road would be consistent with the current purposes and use of this road described above. Road 7304-0-00 was constructed by mechanical equipment, has been maintained since being constructed, would be approved to be maintained by management as needed if the road base became impassable, and has had regular and continuous use. Currently this section of BLM Road 7304-0-00 is part of the Vale District's Transportation Plan and would continue to be scheduled for maintenance in the future.

## VII. REGULAR AND CONTINUOUS USE:

Yes  No

**Describe evidence (vehicle tracks observed) and other rationale for whether use has occurred and will continue to occur on a relatively regular basis:**

BLM Road 7304-0-00 has received regular use as evident from a wide roadway and tire disturbance indicating continual use. BLM Road 7304-0-00 has annual seasonal use as evidence by the lack of vegetation in all road segments and by well-used bare ground where vehicle tires tracks can be observed. BLM Road 7304-0-00 is well traveled, wide along most of its length, and is clearly defined on the landscape. BLM Road 7304-0-00 is also used on a seasonal basis by hunters, ranchers, BLM staff, and recreation enthusiasts.



**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 Road 7304-0-00 Section A-B serves as the northern boundary of the Clarks Butte Contiguous Unit OR-036-057 meets the definition of a road in items IV, VI-A and B, and VII under the current inventory criteria. BLM Road 7304-0-00 is currently a BLM numbered route within the Vale District Transportation Plan scheduled to receive maintenance as needed.

BLM does not support ONDA’s conclusion that BLM Road 7304-0-00 does not meet the definition of a road based on BLM performed road maintenance in 2005, photographs from 2009, and on field reconnaissance. BLM Road 036-RT9 and 7304-0-00 are clearly defined on aerial photography provided by the National Agricultural Imagery Program (NAIP) that BLM utilizes to supplement its current road information. Refer to BLM 7304-00 Road Analysis Map for location of BLM Road 7304-0-00 Section A-B and BLM Road 036-RT9.

**Evaluator(s):**  **Date:** 4-5-11  
 Eian Ray, Outdoor Recreation Planner

 **Date:** 4/5/2011  
 Jack Wenderoth, Planning Contractor

 **Date:** 4/5/2011  
 Aimee Huff, Range Management Specialist

*Following is the definition from Glossary of OSO 7-3-2007 Draft H-6300-1:*

**\* road:** An access route which has 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 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 C – ROAD\* ANALYSIS**

(Factors to consider when determining whether a route is a road for wilderness inventory purposes)

**Wilderness Inventory Unit Name/Number (UNIT\_ID): OR-036-057—Clarks Butte Contiguous**

**NOTE:** This unit is affected by ONDA’s proposed Clarks Butte WSA.

**Route Name and/or Identifier** *(Include Transportation Plan Identifier, if known; include route number supplied by citizen information when available):*

BLM Road 7304-0-00 Section E-F (Biscuit Butte Road)  
ONDA partial of designated BLM Road 7304-0-00 as route (way) OR9h

**VIII. LOCATION:** Refer to attached map. This section of BLM Road 7304-0-00 is the west boundary of Area A, the Clarks Butte WSA, and Area B of BLM Unit OR-036-057.

**List photo point references (if applicable):**

BLM Road 7304-0-00 Section E-F photos 7304-00-F through I (8 photos), and 7304-0-000-A through F (12 photos)  
ONDA routes (ways) OR9h photos BD 021, DA 028 and 030 (northern part of BLM Road 7304-0-00); OR15a and OR15b photos DA 016, 017, 018, 020, 023, 024, and 027

**IX. CURRENT PURPOSE OF ROUTE:**

*(Examples: Rangeland/Livestock Improvements (stock tank, developed spring, reservoir, fence, corral), Inholdings (ranch, farmhouse), Mine Site, Concentrated Use Site (camp site), Utilities (transmission line, telephone, pipeline), Administrative (project maintenance, communication site, vegetation treatment)*

**Describe:** BLM Road 7304-0-00 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, pipelines, and reservoirs). Road 7304-0-00 is also used on a seasonal basis by hunters and by recreationist for accessing the western area of the Clarks Butte WSA and provides access to a private parcel on the western boundary of the WSA.

**X. ROAD RIGHT-OF-WAY:**

**Is a road right-of-way associated with this route?**

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

**XI. CONSTRUCTION**

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

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

**Describe:** BLM Road 7304-0-00 Section D-E was probably constructed sometime during the 1960s-1970s by heavy equipment, consists of natural material, and is part of the BLM Vale District Transportation Plan. No exact date can be found at this time when the road was constructed but BLM Road 7304-0-00 contains remnants of berms along both sides of the bladed roadbed and drainage ditches in segments of the road.

Vegetation now covers the majority of the berms. The berms along the roadbed are now covered mostly by perennial grasses along with annual plants since the original berm width has not been bladed for many years. Currently in an effort to reduce weed establishment along roads on public land the BLM blades only the roadbed when performing maintenance and not the entire width of the road that included berms when the road was originally constructed.

**XII. IMPROVEMENTS**

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

**By Hand Tools** \_\_\_\_\_ **By Machine** \_\_\_\_\_

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

**Describe:**

**XIII. MAINTENANCE:**

**A. Is there Evidence or Documentation of Maintenance using hand tools or machinery?** Yes  X  No  X

**If yes: Hand Tools (Y/N)** \_\_\_\_\_ **Machine (Y/N)**  Y

**Explain:** Up until now BLM has been unable to locate a written record of when maintenance was last performed on section E-F of BLM Road 7304-0-00. The roadway has received maintenance as needed sometime during the past 20 to 30 years as evident by BLM photographs of the road width and the vast majority of the roadbed being void of perennial vegetation. Presently the original constructed road berms are not particularly pronounced but the width of the last bladed maintenance can be determined along the road by the lack of brush (BLM photos 7304-0-00-G-SE and H-S, and 7304-0-000-C-S, E-NE, and E-SW). BLM photographs along BLM Road 7304-0-00 show that maintenance was performed since the road was constructed as indicated by old blade marks and the lack of any vegetation across the bladed road width (excluding berms) except in the southern one-third length of the road. Use of BLM Road 7304-0-00 Section E-F lessons as one travels south because of the many spur motorized primitive trails that channel use to other areas within the unit. More than likely the last time this section of road was bladed would have been in junction with wildfire suppression in 1986 when a major fire burnt over the entire length of the road and covered more than 68,000 acres.

By all accounts maintenance has not been performed on Section E-F of BLM Road 7304-0-00 for an extended period of time. The roadway has been maintained mostly by vehicle use that decreases along the route from north to south. BLM does not expect use to increase on this section of road because the county route that leads to the south from the southern boundary of BLM Unit OR-036-057 presently does not indicate a high level of use. Because of the level of present use along BLM Road 7304-0-00 the Vale District has reclassified the maintenance on Section E-F to a lower level on the Vale District's Transportation Plan.

ONDA in their 2004 Wilderness inventory document stated that their route OR9h that corresponds with the northern portion of BLM Road 7304-0-00 Section E-F, is now simply an overgrown two track (ONDA photos BD 021, DA 028 and 030) and routes OR15a and OR15b that corresponds with the southern portion of BLM Road 7304-0-00 Section E-F are now rocky, rutted, overgrown ways (ONDA photos DA 016, 017, 018, 020, 023, 024, and 027). BLM agrees with ONDA's findings for the southern portion of BLM road 7304-0-00 but disagrees with their interpretation of the northern portion of this road. Although BLM is in the process of lowering the maintenance level of Road 7304-0-00, the northern portion of the road is presently a well-travel route and is not an overgrown two-track route. When comparing BLM photos 7304-0-00 F through I (8 photos) to ONDA photos BD 021, DA 028 and 030 it is very apparent that these series of photographs are quite different in appearance. ONDA recorded their photos during the early spring when annual vegetation is in full growth and before any quantity of use occurs on this route whereas BLM recorded its photos in late summer indicating a higher use volume along the route and the roadway void of all vegetation (BLM photo 7304-0-00-F-N vs. ONDA photo BD 021).

**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:** BLM management would approve maintenance as needed on BLM Road 7304-0-00 Section E-F to provide for public safety because the road provides access for maintenance needs of reservoirs and fences, administration of grazing allotments, and a route to private inholdings.

#### XIV. REGULAR AND CONTINUOUS USE:

Yes  No

**Describe evidence (vehicle tracks observed) and other rationale for whether use has occurred and will continue to occur on a relatively regular basis:**

BLM Road 7304-0-00 section E-F receives a low level of regular use by ranchers and BLM staff for administration of grazing allotments as evident from a wide roadway from tire disturbance indicating use (BLM photos 7304-0-00-F through I and 7304-0-000-D-NE and F-N). BLM Road 7304-0-00 has annual seasonal use as evidence by the lack of perennial vegetation along all road segments in the north half of the road as evident by well-used bare ground where vehicle tire tracks can be observed. The southern half of BLM Road 7304-0-00 Section E-F is not as well-traveled and is clearly not as well defined on the landscape. BLM Road 7304-0-00 is also used on a seasonal basis by hunters and recreation enthusiasts to access spur routes that serve their purposes. BLM Road 7304-0-00 will continue to be annually used but receives a lower quantity of travel along its length and does not connect with any well-travel road to the south.

#### 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:** Although use occurs annually along BLM Road 7304-0-00 Section E-F the route does not meet the definition of a road under the current inventory criteria because of the extended period of time since it last received maintenance and the fact that the Vale District has recommended than the maintenance on this section of road to be reduce to a primitive level. Therefore this section of road has been reclassified for wilderness characteristic inventory purposes to a motorized primitive trail (MPT). The route is currently a BLM numbered route within the Vale District Transportation Plan and would be maintained as necessary to a level that would allow safe travel. Refer to BLM 7304-00 Road Analysis Map for location of BLM Route 7304-0-00 Section E-F

**Evaluator(s):**  \_\_\_\_\_ **Date:** 4-5-11  
 Eian Ray, Outdoor Recreation Planner

 \_\_\_\_\_ **Date:** 4/5/2011  
 Jack Wenderoth, Planning Contractor

 \_\_\_\_\_ **Date:** 4/5/2011  
 Aimee Huff, Range Management Specialist

*Following is the definition from Glossary of OSO 7-3-2007 Draft H-6300-1:*

**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 C – ROAD\* ANALYSIS**

(Factors to consider when determining whether a route is a road for wilderness inventory purposes)

**Wilderness Inventory Unit Name/Number (UNIT\_ID): OR-036-057—Clarks Butte Contiguous**

**NOTE:** This unit is affected by ONDA’s Clark’s Butte proposed WSA Addition.

**Route Name and/or Identifier** (*Include Transportation Plan Identifier, if known; include route number supplied by citizen information when available*):

BLM Road 036-RT9

ONDA partial of designated BLM Road 036-RT9 as route (way) OR9i and JC3 ONDA did not inventory the entire route along BLM 036-RT9

**XV. LOCATION:** See attached map. BLM unit OR-036-057 contains BLM Road 036-RT9 as the north boundary for the Clarks Butte Contiguous unit.

**List photo point references:**

BLM Road photos 036-RT9-D through F (5 photos); BLM Road photos 036-RT9-A1 through E1 (10 photos)

ONDA route (way) OR9i, no photos or description other than in GIS and on Road Log as a “way” and a partial of JC3 no photos or description

**XVI. CURRENT PURPOSE OF ROUTE:**

*(Examples: Rangeland/Livestock Improvements (stock tank, developed spring, reservoir, fence, corral), Inholdings (ranch, farmhouse), Mine Site, Concentrated Use Site (camp site), Utilities (transmission line, telephone, pipeline), Administrative (project maintenance, communication site, vegetation treatment)*

**Describe:** BLM Road 036-RT9 is utilized mainly by recreationist for accessing numerous WSAs in the area, 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, pipelines, and reservoirs) in two allotments. The road is also used on a seasonal basis by hunters during the fall months.

**XVII. ROAD RIGHT-OF-WAY:**

**Is a road right-of-way associated with this route?**

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



**XVIII. CONSTRUCTION**

**BLM Road 036-RT94** Yes   X   No       

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

**Describe:** BLM Road 036-RT9 was probably constructed sometime during the 1960s-1970s. No exact date can be found at this time when the road was constructed but BLM Road 036-RT9 contains remnants of berms along both sides of the bladed roadbed. Vegetation now covers the majority of the berms. The east-central portion of BLM Road 036-RT9 as it enters the Mud Lake basin is void of berms because this section of road is periodically inundated by the waters of Mud Lake during the early spring months.

ONDA in their 2004 Wilderness inventory document made the following statement to provide information that there were no roads in the northern portion of their Clark's Butte proposed WSA Addition; "In addition, JC4a is an overgrown, washed-out way with little sign of use (photo BD43) that leads to a stock tank. At the stock tank, JC3 and JC4b was not visible (photo BD44). JC1a is an overgrown and rutted way with little sign of use (photos BD36, 42), as are JC1b and JC2. Biscuit Butte Rd (photos BD45, 47), which is a way by the time it gets to Clark's Butte proposed WSA Addition, follows JC3 and connects to the south part of OR9j. This part of 3-120 is therefore not separated from the Mud Lake portion of 3-128. JC1b is also not visible from the south. Most of these ways have never been improved or maintained by mechanical means and none of them still are."

BLM corrects the statement by; 1) agrees that ONDA's JC4 is an MPT (ONDA's way); 2) JC3 (partial of BLM Road 036-RT9) at the tank is not a route but a livestock trail that heads eastward and leads to a reservoir where ONDA's route JC3 should end; 3) Coming from east of the reservoir, ONDA's JC3 ends at the reservoir and follows the livestock trail (BLM Road 036-RT9) but should continue around the reservoir then through a portion of Mud Lake shoreline and westward to join with ONDA's route OR9i.

**XIX. IMPROVEMENTS**

Yes        No   X  

By Hand Tools        By Machine       

**Examples:** Culverts        Stream Crossings        Bridges         
Drainage        Barriers        Other       

**Describe:**

**XX. MAINTENANCE:**

**A. Is there Evidence or Documentation of Maintenance using hand tools or machinery?** Yes   X   No \_\_\_\_\_

**If yes: Hand Tools (Y/N)** \_\_\_\_\_ **Machine (Y/N)**   Y  

**Explain:** Maintenance was last performed on BLM Road 036-RT9 in 2005 by BLM heavy equipment. The roadway is wide, void of perennial vegetation, and contains berms that are partially covered by perennial vegetation.

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, 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 proposes 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 does not create visual intrusions.

**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:** BLM Road 036-RT9 would be approved by management to be maintained as necessary because the road is a well-used east-west route between the Cow Lakes area and the Owyhee River Rim. This road is used as the main access to ranchers and BLM staff for administration purposes throughout the year except when Mud Lake is inundated by high water during the spring months when runoff from snowmelt and rainstorms are most prevalent. An alternative to avoiding this road when periodic high water precludes access through Mud Lake would be to construct a short, approximately one-half mile, spur road to south of the high water mark of the Mud Lake shoreline and discontinue use of the road through the lakebed. This would also decreased use on BLM Road 7304-0-00 that loops north of the lake and is seldom used except when the Lake is inundated by high water. Presently the northern loop section of BLM Road 7304-0-00 has been determined not to meet the definition of a road and is now classified as a MPT for purposes of this inventory. Currently the northern loop section of BLM Road 7304-0-00 is part of the Vale District's Transportation Plan and would continue to be scheduled for maintenance in the future.

**XXI. REGULAR AND CONTINUOUS USE:**

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

**Describe evidence (vehicle tracks observed) and other rationale for whether use has occurred and will continue to occur on a relatively regular basis:**

BLM Road 036-RT9 has received regular use as evident from a wide roadway and tire disturbance indicating continual use. BLM Road 036-RT9 has annual seasonal use as evidence by the lack of vegetation in all road segments and by well-used bare ground where vehicle tires tracks can be observed. BLM Road 036-RT9 is well traveled, wide along most of its length, and is clearly defined on the landscape. BLM Road 036-RT9 is also used on a seasonal basis by hunters, ranchers, BLM staff, and recreation enthusiasts.

**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 BLM Road 036-RT9 meets the definition of a road as stated in Sections IV, V, VI-A, VI-B, and VII above. BLM Road 036-RT9 was constructed by mechanical equipment, has been maintained since being constructed, would be approved to be maintained by management as needed if the road base became impassable, and has had regular and continuous use.

Also, BLM Road 036-RT9 is clearly defined on aerial photography provided by the National Agricultural Imagery Program (NAIP) that BLM utilizes to supplement its current road information. Refer to BLM 7304-00 Road Analysis Map for location of BLM Road 7304-0-00 and BLM Road 036-RT9.

**Evaluator(s):**  Eian Ray  **Date:**  4-5-11   
Eian Ray, Outdoor Recreation Planner

Jack Wenderoth  **Date:**  4/5/2011   
Jack Wenderoth, Planning Contractor

Aimee Huff  **Date:**  4/5/2011   
Aimee Huff, Range Management Specialist

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*Following is the definition from Glossary of OSO 7-3-2007 Draft H-6300-1:*

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“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:

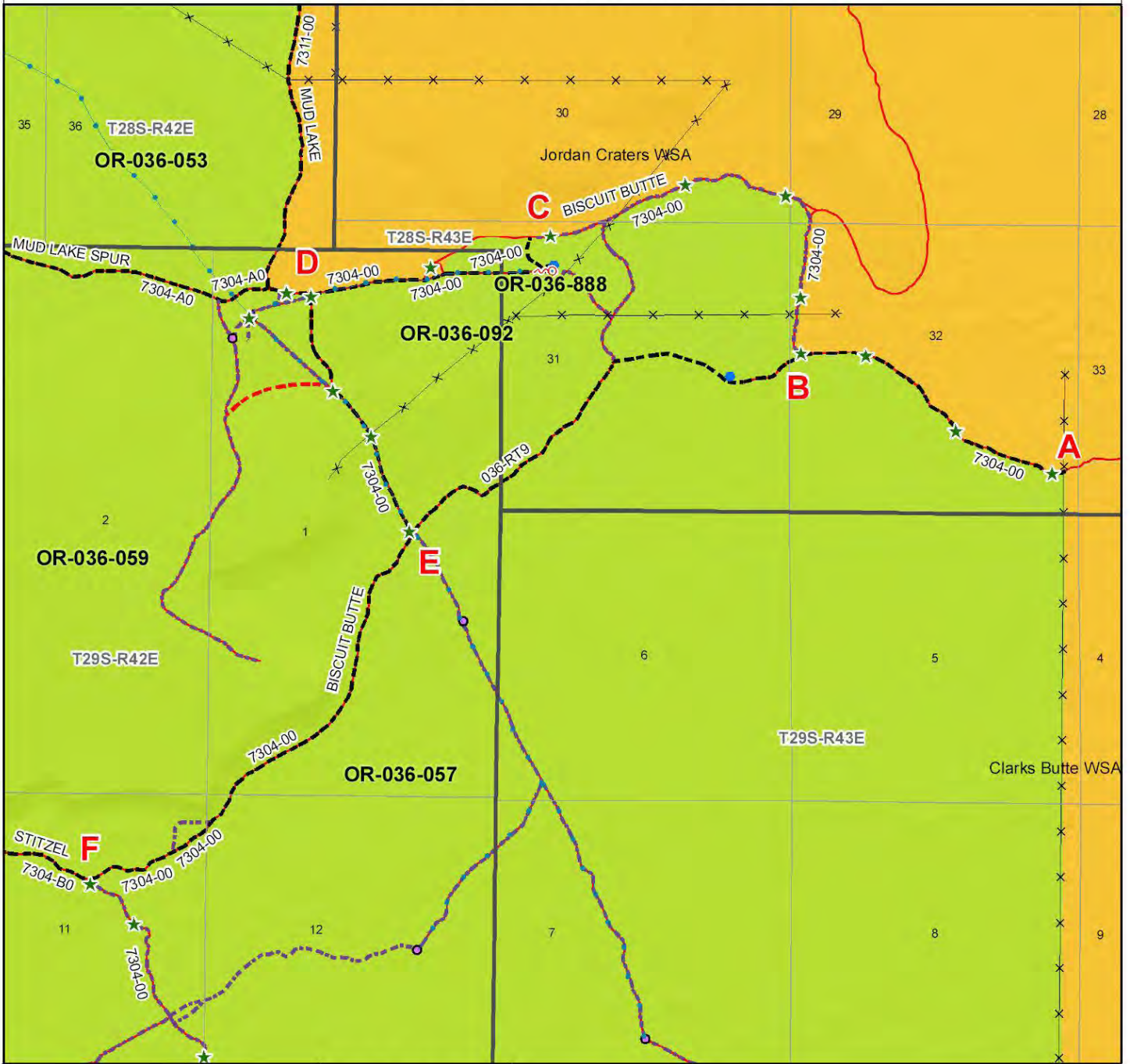
a. **“Improved and maintained”** – Actions taken physically by people to keep the road open to vehicle traffic. “Improved” does not necessarily mean formal construction. “Maintained” does not necessarily mean annual maintenance.

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

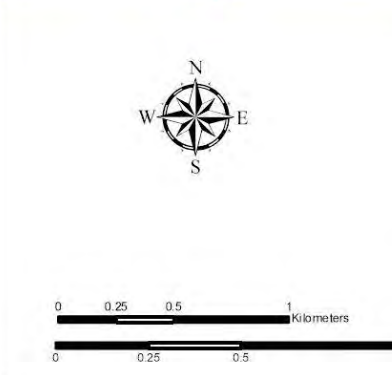
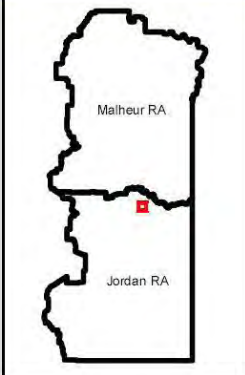
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# Wilderness Characteristics 7304-00 Road Analysis Map - 1 of 2



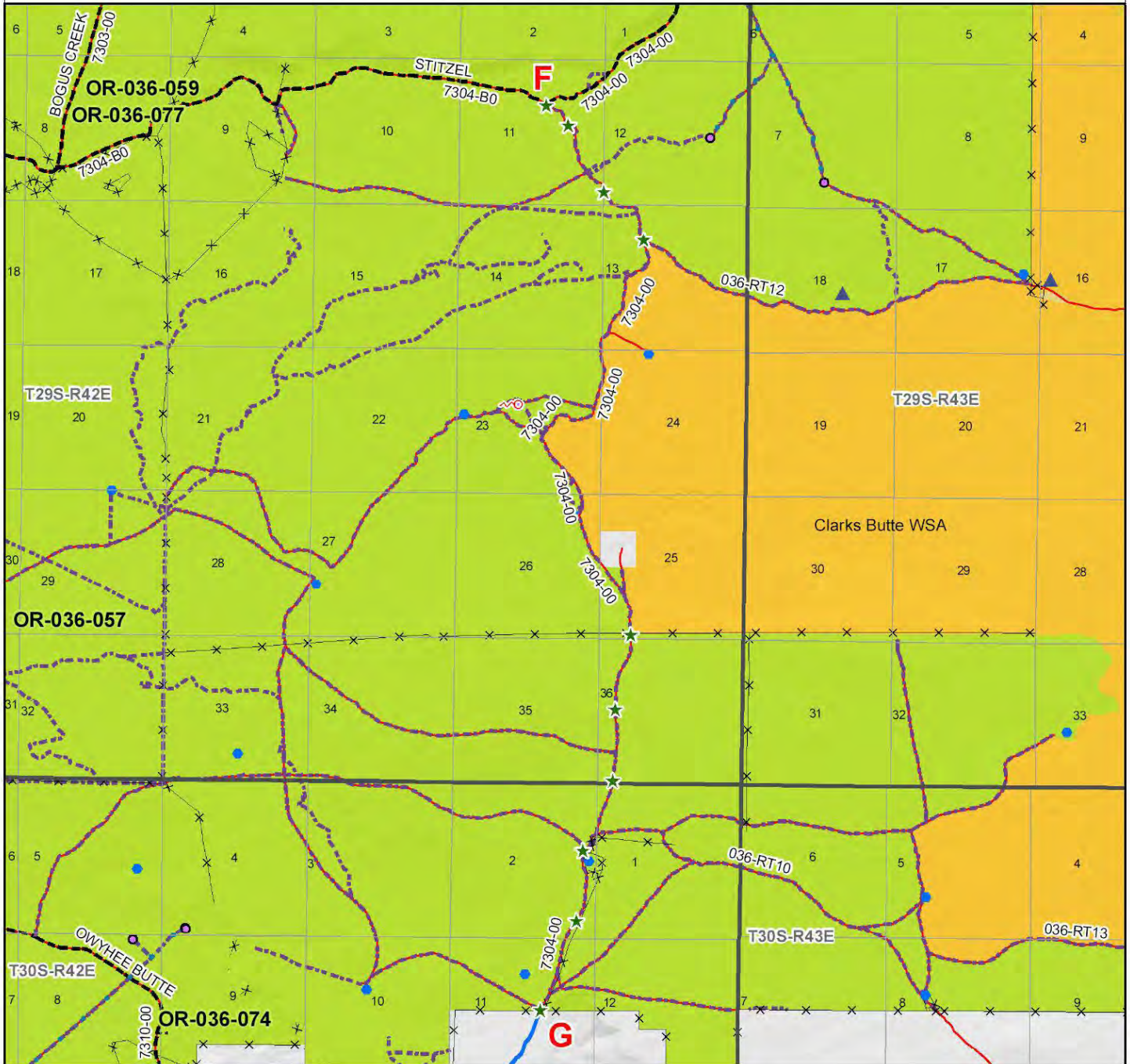
Legend	
	Developed Spring
	Wildlife Guzzler
	Earthen Reservoir
	Pipeline
	Trough
	Fence
	Storage Tank
	Surface Mining Disturbance
	Sage Grouse Lek
	Special Status Plant
	BLM Wild Char Inventory Unit
	Wilderness Study Area
	Mineral Material Site
	Road/Utility Right-of-Way
	Major Water Body
	Route Types - BLM Determination
	Boundary Road
	Motorized Primitive Trail (MPT)
	Discontinued Use
	Routes - Outside Wild Char Unit
	County
	Major Highway
	BLM Numbered & Other Routes
	Land Ownership
	Bureau of Land Management
	State
	Private
	Other Federal Land



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**VALE DISTRICT**  
 March 23, 2011  
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**--FINAL--**

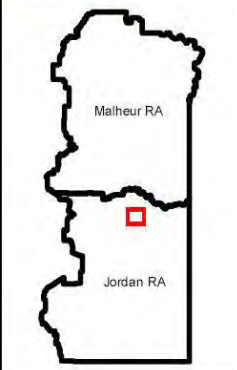


# Wilderness Characteristics 7304-00 Road Analysis Map - 2 of 2



**Legend**

<ul style="list-style-type: none"> <li> Developed Spring</li> <li> Wildlife Guzzler</li> <li> Earthen Reservoir</li> <li> Pipeline</li> <li> Trough</li> <li> Fence</li> <li> Storage Tank</li> <li> Surface Mining Disturbance</li> <li> Sage Grouse Lek</li> <li> Special Status Plant</li> <li> BLM Wild Char Inventory Unit</li> <li> Wilderness Study Area</li> <li> Mineral Material Site</li> <li> Road/Utility Right-of-Way</li> <li> Major Water Body</li> </ul>	<ul style="list-style-type: none"> <li><b>Route Types - BLM Determination</b></li> <li> Boundary Road</li> <li> Motorized Primitive Trail (MPT)</li> <li> Discontinued Use</li> <li><b>Roads - Outside Wild Char Unit</b></li> <li> Major Highway</li> <li> BLM Numbered &amp; Other Routes</li> <li><b>Land Ownership</b></li> <li> Bureau of Land Management</li> <li> State</li> <li> Private</li> <li> Other Federal Land</li> </ul>
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**U.S. DEPARTMENT OF THE INTERIOR**  
BUREAU OF LAND MANAGEMENT

**VALE DISTRICT**  
March 23, 2011

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