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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, 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.*

**Year: 2010 Unit Number/Name: OR-034-011 --- Mustang Basin**

**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) (a) 1978 – 1980; (b) 2006-2007 --- BLM Wilderness Inventory Units:  
(a) -- 3-20A/3-20-B of 3-20 Mustang Basin of OR-03-02-35; (b) --- 3-4011 Mustang Basin (unpublished BLM documents in case files)

**NOTE: see footnotes following the table, below.**

- (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).
- August 2007 - BLM Vale District North Fork Malheur Geographic Management Area -- Wilderness Characteristic Inventory Maintenance, Mustang Basin, 3-4011.

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

BLM 3-20A/3-20B of 3-20 Mustang Basin of OR-03-02-35; 3-4011 Mustang Basin.

**NOTE: see footnotes following the table, below.**

**C.) Map Name(s)/Number(s) (NOTE: see footnotes following table, below)**

- ( ) Final Decision – Initial Wilderness Inventory Map, August 1979, Oregon
- ( ) Proposed Decision -- Intensive Wilderness Inventory of Selected Areas Map, October 1979, Oregon
- (X) Intensive Wilderness Inventory Map, March 1980, Oregon
- (X) Intensive Wilderness Inventory --Final Decisions Map, November 1980, Oregon.
- ( ) November, 1981 *Stateline Intensive Wilderness Inventory Final Decision, Oregon, Idaho, Nevada, Utah* (tan document).

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

Vale District Office/ Malheur Field Office

**2. BLM Inventory Findings on Record**

(Existing inventory information regarding wilderness characteristics (if more than one BLM inventory unit is associated with the area, list each unit and answer each question individually for each inventory unit):

**Inventory Source:** See above.

Unit#/ Name	Size (historic acres)	Natural Condition? Y/N	Outstanding Solitude? Y/N	Outstanding Primitive & Unconfined Recreation? Y/N	Supplemental Values? Y/N
3-20A* subunit of 3-20 Mustang* Basin of OR-03-02-35	9,620	Y	N	N	Y
3-20B* subunit of 3-20 Mustang* Basin of OR-03-02-35	3,500	NA*	NA*	NA*	NA*
3-4011 Mustang Basin**	16,552	N	NA**	NA**	Y
<b>TOTAL</b>	(varied) *; **				

\* -- Unit/subunits identified by BLM, 1978 - 1980. The inventory unit was initially identified as “3-20” (in the above identified BLM April and August 1979 wilderness inventory maps and decision documents). Later – as reflected in BLM’s March and November 1980 wilderness characteristics decision documents and affiliated inventory maps -- the 3-20 unit (as bounded for BLM’s next progressive wilderness characteristics [WC] inventory step in the 1970s – the intensive WC inventory) was divided into two subunits --- “A” and “B” --- they separated by what BLM determined to then be a road (from 3-20’s north boundary going south through sections 13, 14, 23, 26, and 35). With subunit 3-20B, “NA” means “not applicable”; these criteria were not addressed since the subunit did not meet size criteria.

\*\* -- Unit identified by BLM, 2006 - 2007. With this 3-4011 unit the “NA” means “not applicable”; these criteria were not addressed since the unit did not meet natural condition criteria.

**NOTE:** When unit 3-4011 was identified by BLM during its 2006-2007 wilderness characteristics maintenance update, it correctly included the 1978-1980 3-20A and 3-20B subunits (which together constituted the entire 3-20 unit) but mistakenly also referenced and considered written descriptive inventory narrative elements (although not the physical unit, itself) of the 1978–1980 3-7 unit. In reality -- within a larger previous OR-03-02-06 Stemler Ridge unit – the 3-7 unit was later succinctly identified, resulting in 3-7 being distantly separated from 3-20A by a strip of public land of OR-03-02-06 (and even more distantly from the 3-20B unit). The separation (and resultant establishment of unit 3-7, which met size criteria) was due to a determination at that time that a road – currently labeled 034-RT66 -- plus a non-BLM parcel of section 16 separated 3-7 from unit 3-20A by the strip of public land lying between them. This strip of land was not assigned another unit identifier because it did not meet any size criteria, thus it was simply the remaining portion of the originally identified OR-03-02-06 Stemler Ridge unit.

Since the late 1970s, the northern segment of the then determined road which separated 3-20A from the strip of public land located between the 3-20A and 3-7 units has changed status to a motorized primitive trail (MPT) (see Map 1 of OR-034-011). This status change is due to this north segment of the route has not received any known mechanical maintenance since the 1970s and BLM presently foresees no need to provide mechanical maintenance of the segment so to provide for relatively regular and continuous use. (Currently, the southern segment of this route -- labeled 034-RT60 on Map 1 of the OR-034-011 unit -- remains a road, with mechanical maintenance performed (bladed) in 2006 or 2007 to where it enters private land.

In summary, the current unit OR-034-011 (which possesses the same bounds as the 2006-2007 3-4011 unit) is composed of the 1978-1980 3-20A and 3-20B subunits plus the strip of land that was between the 1970’s units 3-20A and 3-7. Unit 3-7 is not part of OR-034-011. The southwestern boundary road of OR-034-011 (labeled 034-RT66) was a road in the 1970’s as the northeastern boundary of the 1970’s 3-7 unit and continues to function as a road.

## **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.*

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

**Unit Number/Name: OR-034-011 — Mustang Basin**

**NOTE 1:** In February, 2004, the Vale District received from Oregon Natural Desert Association (ONDA) its evaluation of wilderness characteristics for what ONDA names its 67,783 acre “Lake Ridge proposed WSA”. For reference, a hard copy of ONDA’s proposal is retained in this unit’s file. Information provided by ONDA’s proposal was considered and incorporated as appropriate for this BLM Wilderness Characteristics Inventory maintenance. OR-034-011 is only a portion of ONDA’s much larger proposed WSA. ONDA’s proposal also includes all of two other current BLM wilderness characteristics (WC) units which meet size criteria (OR-034-003 and OR-034-010), about two-thirds of BLM’s current OR-034-012 unit which meets size criteria, and, lastly, a tract of public land which does not meet size criteria (what was BLM’s 2007 WC unit 3-4002 Calf Creek).

Relative to BLM unit OR-034-011, there are five primary differences between BLM and ONDA regarding inventory unit boundary features (refer to the BLM Photo Points Map/Log for OR-034-011). First, unlike ONDA’s WSA proposal, BLM concludes that in the BLM unit’s northeast corner, the boundary is the BLM 7369-00 road (Pole Creek Road) which extends east from the junction with BLM 7358-A0 road on public land for about a mile to a private land parcel. In this area, ONDA identifies this route as a segment of its WF3b vehicular “way” (i.e., what BLM describes as a motorized primitive trail [MPT] with this current wilderness characteristics inventory maintenance). The second difference is that what ONDA identifies as its WF3b “way”, BLM has determined is a road -- BLM 7354-0-00 -- which serves as boundary for OR-034-011’s west side and along its north side to where it commonly junctions with BLM roads 7359-A0 and 7369-00. The third difference is that the segment of ONDA’s WF40 “way” - -between its junction with BLM road 7369-00 to northwest where it enters private land (in 24, T. 20 S., R 38E.) – BLM has determined is a road which, respectively, BLM identifies as 034-RT60 and is part of the road/ non-BLM lands combination that serve as boundary for this general southeastern area of OR-034-011.

The fourth difference is what ONDA identifies as its WF39 “way”, BLM has determined is a road (034-RT66) and a boundary feature of OR-034-011 (on public lands from close to US Highway 20 northwest and including its junction with BLM road 7354-0-00 on the BLM unit’s west side). The short segment of road traversing the private land located at and junctions with the highway (in section 36) -- which then continues on as 034-RT66 on abutting public lands – has an access easement or some other legal instrument between the State of Oregon (Department of Fish and Wildlife) and the private land owner through the state’s Access and Habitat Improvement Program. The program is designed to provide for legal access to non-private lands for the hunting public and to support the agency’s management activities of game species.

The fifth – and last -- difference BLM has with ONDA relative to boundary features for wilderness inventory in this area is that BLM identifies a cherry-stem road (034-RT80) within section 19, T. 19S., R.39 E. which services an active Remote Atmospheric Weather Site (RAWS) facility (in BLM photo 034-RT80C-NW). ONDA’s WSA proposal does not

acknowledge the presence of this route which conflues with its WF15a/WF15b (Pole Creek, i.e. 7369-00) boundary road.

For additional boundary road information, refer to this BLM inventory unit's associated BLM Road Analysis form for each of the five routes described herein and their affiliated common BLM Photo Point Map/Photo Log and photos.

**NOTE 2:** When unit 3-4011 was identified by BLM during its 2006-2007 wilderness characteristics maintenance update, it correctly included the 1978-1980 BLM 3-20A and 3-20B subunits (which together constituted the entire 3-20 unit), but mistakenly also referenced and considered written descriptive inventory narrative elements (although not the physical unit, itself) of the 1978-1980 BLM 3-7 inventory unit. In reality, during the late 1970s – following identification of an initial larger OR-03-02-06 Stemler Ridge unit – the 3-7 unit was succinctly identified, resulting in 3-7 being carved out of OR-03-02-06 and distantly separated from 3-20A by a strip of public land of the remainder of OR-03-02-06. The separation (and resultant establishment of unit 3-7, which met size criteria) was due to a late 1970's determination that a road (currently labeled 034-RT66 on Map 1 of OR-034-011) -- plus a non-BLM parcel of sections 15 and 16) separated 3-7 from unit 3-20A by the strip of public land lying between them. This strip of land was not assigned any other wilderness characteristics inventory unit identifier in the late 1970s because the roadless area did not meet any size criteria, thus it was simply the remaining portion of the initially identified OR-03-02-06 Stemler Ridge unit.

Since the late 1970s, the northern segment of the then determined road which separated 3-20A from the strip of public land located between the 3-20A and 3-7 units has changed status to a motorized primitive trail (MPT) (see Map 1 of OR-034-011). This status change is due to this north segment of the route has not received any known mechanical maintenance since the late 1970s and BLM presently foresees no need to provide mechanical maintenance of the segment so to provide for relatively regular and continuous use. (Currently, the southern segment of this route -- labeled 034-RT60 on Map 1 of the OR-034-011 unit -- remains a road, with mechanical maintenance performed [bladed] in 2006 or 2007 to where it enters private land.)

In summary, the current unit OR-034-011 (which possesses the same bounds as the 2006-2007 BLM 3-4011 inventory unit) is composed of the 1978-1980 3-20A and 3-20B subunits plus the strip of land that was between the 1970's units 3-20A and 3-7. Unit 3-7 is not part of OR-034-011. The southwestern boundary road of OR-034-011 continues to function as a road (now labeled 034-RT66 and was also a road in the late 1970's as the northeastern boundary of the late 1970's 3-7 unit).

**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 unit has 16,522 acres of public land. It has the same bounds as the 2006-2007 BLM unit 3-4011; the present slight acreage difference from 3-4011’s figure is technical variance when applying measurement tools. BLM presently concludes for this OR-034-011 unit (as it did with the 2006-2007 3-4011 unit) that the route which in 1980 BLM identified as a road separating then inventory subunits 3-20A and 3-20B has since changed status to a motorized primitive trail (MPT). The change in status is the result of no known mechanical maintenance has been conducted and BLM presently foresees no need to provide mechanical maintenance of the route so to provide for relatively regular and continuous use.

Boundaries of OR-034-011 consist of BLM road 7369-00 (Pole Creek) and private lands on its east side; BLM road 034-RT60 and private lands on its south side; private lands and BLM roads 7354-00 and 034-RT66 on its west side; and BLM roads 7354-00 and 7369-00 on its north side. In section 19, T.19S., R. 29E., a 0.8 mile cherry-stem road – 034-RT80 -- and its associated Remote Atmospheric Weather Site (RAWS) is also a boundary feature of the unit. The boundary roads receive or would be approved to receive mechanical maintenance as needed to provide for relatively regular and continuous use or for administrative access to, by example, the RAWS.

OR-034-011 is substantially smaller than ONDA’s proposed 67,783 acre Lake Ridge WSA. Refer to this unit’s associated Form 1 and to “NOTE 1” and “NOTE 2”, above, in this Form 2 for additional information and explanation.

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

Yes   X   No        N/A       

**Description:** The unit is characterized by much moderate to very steep terrain with multi-directional drainages of varying lengths. Elevations range from 2,960 to 5,960 feet (on Lake Ridge). The unit’s vegetation consists primarily of native and non-native grasses, sagebrush, mountain mahogany and juniper. Much of the unit is dominated by (A) two north - south ridgelines (one being Lake Ridge) with a moderate to very steep sloped and rim-rocked southerly draining Cave Canyon watershed between them through the unit’s approximate middle third’s length, and (B) the mostly slightly sloped upper reaches of North Fork Warm Springs Creek drainage flowing north between the ridges in the unit’s approximate northern third area. Multiple typically steep to very steep drainages flow east from the unit’s main eastern north-south ridge to the unit’s east boundary. Additionally, the core of the unit’s southwestern extent is dominated by Stemler Ridge with associated steep to very steep slopes; north of the ridge is the lower reaches of Dishrag Canyon, draining southeasterly in the unit to a confluence with a west-to-east draining section of Calf Creek. In the unit’s southeastern area additional short but typically steep to very steep south-draining canyons – including but not limited to Currey Canyon and Chalk Gulch -- reach the unit’s south boundary features (road 034-RT60 on the slopes of Calf Creek and private land). The unit’s northeastern sector has

Kelsay Butte (5,650 feet elevation) and the northward-draining upper reaches of West Fork Cottonwood Creek.

Refer to OR-034-011's associated Map 1 and Map 2 for human imprints within the unit. Updated inventory documentation since 2007 shows the unit has 18.7 miles of 13 motorized primitive trails (MPTs), 29.8 miles of rangeland fence, 6 developed springs, and 15 earthen reservoirs. In the unit's northeastern area proximate to Kelsay Butte there are two recent spatially separated juniper cut tracts for a sum of about 1,018 acres (638 and 380 acres) with ground stumps and scattered saw-cut dead wood debris which presently are designated temporary firewood cutting areas. BLM's 2006-2007 inventory for this same area (then unit 3-4011) stated 6 fewer reservoirs, 2 fewer developed springs, about 4.2 more miles of rangeland fence, and about 150 fewer sum acres of juniper cut/firewood area. For 3-4011, BLM addressed numerous ONDA-inventoried motorized vehicle routes of ONDA's Lake Ridge proposed WSA, but did not express a number of routes or sum length of them within the 3-4011 unit.

In 2007, BLM determined that the extent and distribution of human imprints in its 3-4011 unit resulted in the unit not being in a natural condition. However, as noted above, BLM mistakenly included in its narrative the finding for its late 1970's BLM unit 3-7 which stated that at that time (late 1970's) the 5,400 acre unit was not in a natural condition. As explained above under NOTE 2, in reality unit 3-7 did not affect BLM's unit 3-4011 and does not affect the current OR-034-011 unit (both which are of the same area/boundaries and exclude unit 3-7).

The only development in the now included public land strip (that is, OR-034-011's southwest sector) is some rangeland fencing. Within the rest of OR-034-011 (approximately 80% of the unit's total acreage; the same area as the late 1970's 3-20 unit), primarily the size and nature of the two juniper cutting areas in the unit's northeast sector (that is, what was within the 1979-1980 3-20B subunit) – when in combination with this same sector's close spatial separation of 5 earthen reservoirs, fences and 4 MPTs of approximately 6 miles – currently results in this northeast sector from being in a natural condition. The western boundary of this northeast unnatural appearing sector is the internal north-south oriented MPT located in sections 13, 14, 23, 26, and 35 of T.19S., R.38E.; the rest of the unnatural appearing area's boundaries are the unit's existing boundary features of this northeast part of OR-034-011 (including the cherry-stem road and its associated RAWs facility on the flank of Kelsay Butte; see Map 1 of OR-034-011). This approximate 3,500 acre northeastern sector of the unit does not appear to be affected primarily by the forces of nature with the imprints of humans substantially unnoticeable. BLM's juniper cuts in the northeast sector of OR-034-011 occurred since ONDA submitted its WSA proposal to Vale District in 2004.

In its 2007 inventory update, BLM documents that the initial 1978 3-20 unit was in a natural condition; when 3-20 became two subunits (3-20A and 3-20B) in the late 1979-1980's, subunit 3-20A was determined to be in a natural condition (while subunit 3-20B did not meet sized criteria, thus no finding regarding naturalness was made).

Excluding its northeast sector, the remainder of OR-034-011 (about 13,000 acres) appears to be affected primarily by the forces of nature with the imprint of mankind being substantially unnoticeable to the average visitor. The limited types of developments within it are few, widely distributed, substantially separated from each other, and leave a small visual imprint in their landscape settings. This is a different finding than BLM concluded in its 2006-2007 WC inventory update for its 3-4011 Mustang Basin. However, as explained above, unit 3-4011 mistakenly included consideration of the late 1970's 3-7 unit which at that time (and carried forward to be an influence in BLM's 2007 determination for 3-4011) was determined to not be in a natural condition.

ONDA's WSA proposal does not identify or address 12 of the 13 MPTs inventoried by BLM within OR-034-011 (ONDA does address its WF40 route). ONDA's proposal does not quantify or indicate location of other known man-made features of its proposed WSA while concluding that it appears primarily affected by the forces of nature with the imprint of man's work substantially unnoticeable. For comparative reference, refer to this BLM unit's associated Maps 1 and 2 and to ONDA's proposal map, all located in this unit's inventory file folder.

BLM makes no attempt to determine whether or not ONDA's proposed WSA is in a natural condition. ONDA states that its substantially larger Lake Ridge proposed WSA appears to be primarily affected by the forces of nature due to a combination of its size, its diverse terrain screening many developments, and many vehicular routes now overgrown and barely noticeable. ONDA submitted photographs depicting certain man-made and natural features associated with what constitutes certain of the external boundary routes of OR-034-011, although (A) provides no quantified or mapped information about most developments within its proposed WSA, and (B) does not indicate the presence, location or provide other support data about many of the motorized vehicle routes (e.g., vehicular MPTs [ways] ) located within BLM's area of OR-034-011 (or elsewhere of its proposed WSA). Relative to that portion of its proposed WSA constituting OR-034-011, vehicle route-associated photography is largely limited to where only a certain route junctions with another ONDA vehicle route. By example, ONDA photos associated its labeled routes WF39 (BLM 034-RT 66) and WF40 (BLM 034-RT60) are taken solely where these routes junction with other vehicle routes (e.g., respectively, with BLM's road 7354-00; and, road7369-00 and US Highway 20). ONDA states that many vehicular ways (i.e., MPTs) identified by BLM in the late 1970's have since that time become "unobtrusive".

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

Yes \_\_\_\_\_ No  N/A \_\_\_\_\_

**Description:** Only that portion of OR-034-011 which is determined in a natural condition is subject to a finding regarding outstanding opportunities for solitude. This portion of the unit meets size criteria (it is approximately 13,000 acres). This area does possess diversified topography, although it is absent the approximate north half of the

eastern ridge system and Kelsay Butte with its associated terrain features which -- prior to not being in a natural condition -- was a notable factor for the historic 3-20A -3-20B combined subunits previously being of a natural condition. Thus, the area in a natural condition has a generally narrow, elongated shape with varying width of 1.5 to up to 2.5 miles. Approximately two-thirds of the natural condition portion of OR-034- has areas of multi-aged juniper on its uplands; the species is present but more so in scattered patches in its the lower third. More so in the unit's northern central area the distribution and density of the species aids in screening between visitors. However, overall, vegetation of the unit is not of sufficient density and/or size to provide for outstanding opportunities for solitude.

The approximate north half of OR-034-011 in a natural condition is dominated by most of the Lake Ridge topographic feature; the area has a narrow width of 1 - 1.5 miles, and is about 3.5 miles long in this location. The unit's southwest sector also has a narrow configuration -- 1.2 – 1.7 miles wide (and a narrow 0.5 mile wide neck of public land at its northern perimeter) -- and is about 2.3 miles long. This sector is separated from the unit's southeast sector by an extended chain of private land parcels. In summary, the resulting configuration of the unit in a natural condition – as a whole -- is characterized by three fingered sectors (north, southwest and southeast) common to a central area which ranges between about 2.5 - 4 miles long and wide. Terrain of some drainages of this central area also has scattered rim rock features. While of varying topography within that portion of the unit in a natural condition – and within it some juniper-covered terrain – the area's overbearing extent of locations of narrowed configuration relative to the unit as a whole does not provide sufficient settings for a visitor to experience outstanding opportunities for solitude. This conclusion is the same as BLM's conclusion for its 1979-1980 3-20A unit, which incorporates about 75% of the present OR-034-011 unit. The remaining 25 percent is OR-034-011's southwest sector which, due predominately to its very narrow configuration, does not provide sufficient area, settings or combinations of topography and vegetation -- alone or in combination with the rest to the unit in a natural condition – to provide for outstanding opportunities for solitude.

ONDA states that outstanding opportunities for solitude exists within its proposed Lake Ridge WSA because of its sheer size which is further supported by (A) diverse and broken terrain and (B) excellent vegetative screening provided by sage brush and juniper. BLM makes no attempt to determine the presence or absence of outstanding opportunities for solitude within ONDA's proposed WSA. BLM concludes that size and density of juniper in certain locations of OR-034-011 aids in screening of visitors from each other, but does not conclude the screening capabilities is of excellent quality.

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

Yes \_\_\_\_\_ No   X   N/A \_\_\_\_\_

**Description:** Only that portion of OR-034-011 which is determined in a natural condition is subject to a finding regarding outstanding opportunities for primitive and

unconfined recreation. This portion of the unit meets size criteria (it is approximately 13,000 acres). The area provides opportunities for hiking, hunting of common game species (primarily deer, elk and chukar), horseback riding, photography and general sightseeing. Although backpacking and rock climbing opportunities are present, the character of the area in general does not specifically attract these recreational pursuits. Although the varied topographic features and canyons invite the mentioned activities, the area is absent of unique, special attractions or more so challenging features to specifically lure the recreating public. Thus, the activities -- alone or in combinations -- do not provide outstanding opportunities for primitive and unconfined recreation. This conclusion is the same as BLM's conclusion for its 1979-1980 3-20A unit, which incorporates about 75% of the present OR-034-011 unit. The remaining 25 percent is OR-034-011's southwest sector which offers nothing more or different than described herein and does not enhance herein stated recreational activities to an extent which would provide the overall area in a natural condition outstanding opportunities for primitive and unconfined recreation.

ONDA concludes its proposed WSA provides outstanding opportunities for primitive and unconfined recreation. BLM makes no attempt to determine the presence or absence of outstanding opportunities for primitive and unconfined recreation within ONDA's proposed WSA. ONDA lists activities that BLM addresses above, and states such opportunities are further enhanced by the presence of buttes, rim rock, spectacular views, and abundant water. While acknowledging the presence of water, BLM does not conclude it is abundant within OR-034-011; and that landscape viewsheds within OR-034-011 are substantially less in scope and scale (due to limited width dimensions of much of the qualifying area) than may be possible within in a larger area with a notably differing configuration. ONDA states the presence of a variety of habitats and vegetation including willow and streamside riparian, juniper, aspen, and mountain mahogany groves, sage brush and native grasses which in combination offer outstanding opportunities for wildlife study, botany studies, bird watch, and hunting. BLM has addressed hunting opportunities above. While recognizing that OR-034-011 offers a variety of habitats for wildlife and botany, BLM does not conclude that such environs provide for outstanding or unique opportunities for the study of associated botanical and/or wildlife resources present within the area.

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

Yes   X        No             N/A       

**Description:** The unit possesses Northern Goshawk nesting habitat – the bird is a BLM special status species. The diverse terrain and exposed rock in the canyons and rims are scenic and may provide geologic information. Certain riparian areas, juniper stands and mountain mahogany groves are of a general botanical interest.

ONDA states that ecological and geological values within its proposed WSA are outstanding and will only be proven more so with further research, and further concludes that the proposed WSA's uplands are unique. ONDA does not provide supporting

documentation that its proposed WSA does, indeed, possess some element(s) of outstanding ecological and geological value, or that the uplands of the area are unique in some manner or context.

ONDA states that its proposed Lake Ridge WSA “provides habitat for Golden Eagle and Sage Grouse. It may also provide habitat for Mojave Black-Collared Lizard, Desert Horned Lizard, Ferruginous Hawk, Pygmy Rabbit, and White-tailed Antelope Squirrel,” which ONDA’s February 2004 submission to the Vale District declares are listed as “sensitive species” by the State of Oregon. As of 2009, the Mohave Black-collard Lizard, Desert Horned Lizard, Ground Snake and the White-tailed Antelope Squirrel were not considered sensitive by Oregon Department of Fish and Wildlife, BLM, or U.S. Fish and Wildlife Service. BLM acknowledges that habitat requirements may exist for Golden Eagle, Sage Grouse, Mojave Black-Collared Lizard, Desert Horned Lizard, Ferruginous Hawk, Pygmy Rabbit, and White-tailed Antelope Squirrel; however, neither ONDA nor any other entity has provided BLM with official documentation confirming the presence of these species within this inventory unit.

**Summary of Findings and Conclusion**

**Unit Name and Number:** OR-034-011 — Mustang Basin

**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:**

**Conclusion -- check one:**

- <sup>4/6/10</sup> ~~R~~ The area, or a portion of the area, has wilderness character.
- <sup>4/6/10</sup> ~~R~~ The area does not have wilderness character.

**Prepared by:** Robert Alward  
Robert Alward, Wilderness Planner, contractor

**Team Members:**

<u>Bill Lutjens</u>	4/1/10
Bill Lutjens, Rangeland Management Specialist	Date
<u>Shaney Rockfeller</u>	4/1/10
Shaney Rockfeller, Soil Scientist	Date
<u>Michelle Caviness</u>	3/31/2010
Michelle Caviness, Wildlife Biologist	Date
<u>Gillian Wigglesworth</u>	4/5/2010
Gillian Wigglesworth, Botanist	Date
<u>Eian Ray</u>	3/31/10
Eian Ray, GIS Specialist, contractor	Date
<u>Brent Grasty</u>	3/31/10
Brent Grasty, GIS Coordinator	Date

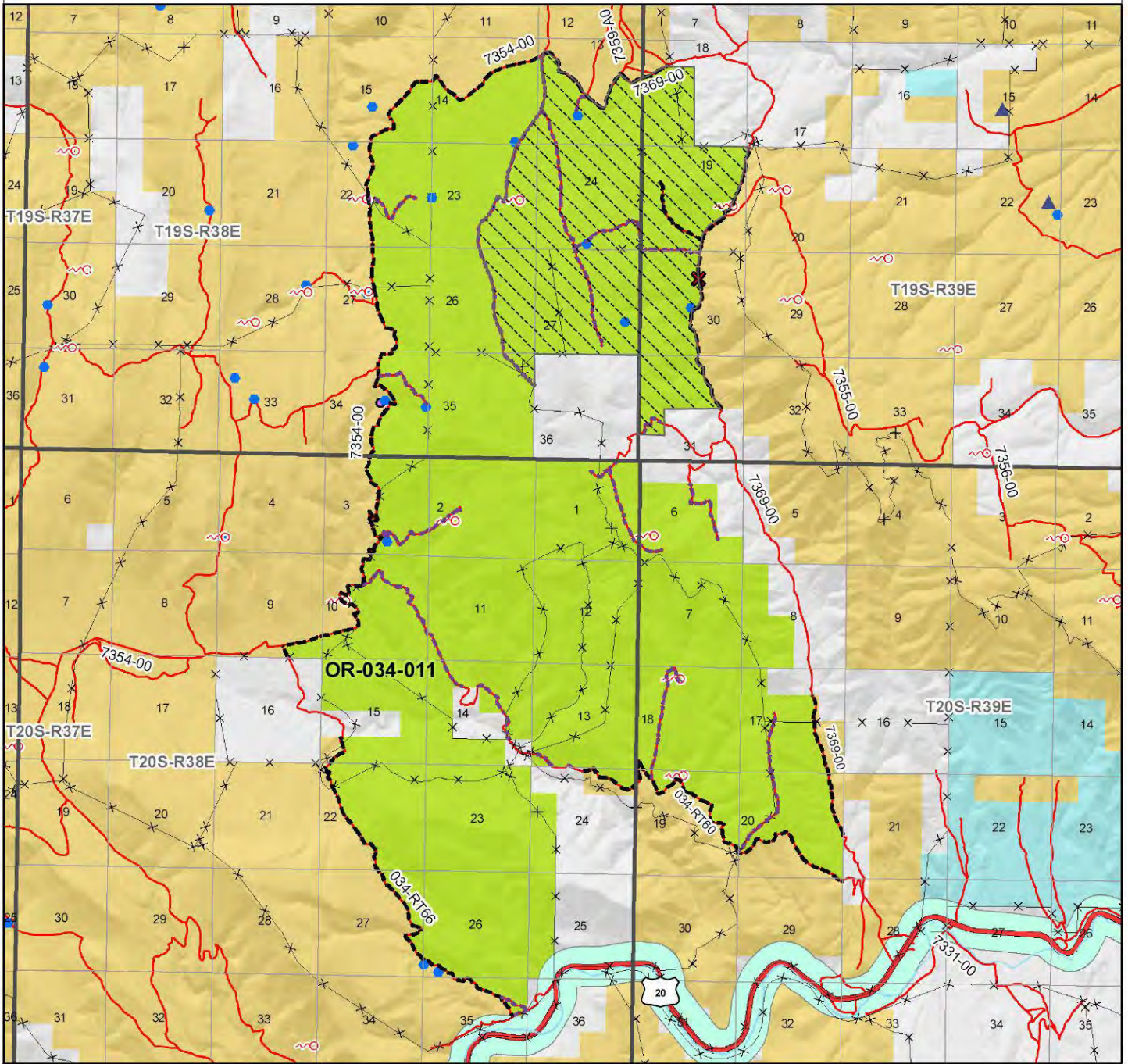
**Approved by:**

Pat Ryan 4/5/2010  
Pat Ryan, Malheur 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.*

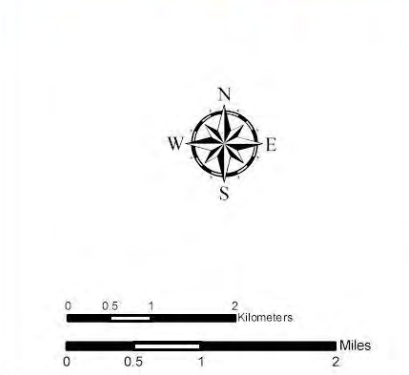
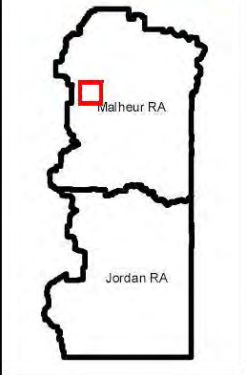


# Wilderness Characteristics - Overview Mustang Basin - OR-034-011 - Map 1 of 2



**Legend**

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



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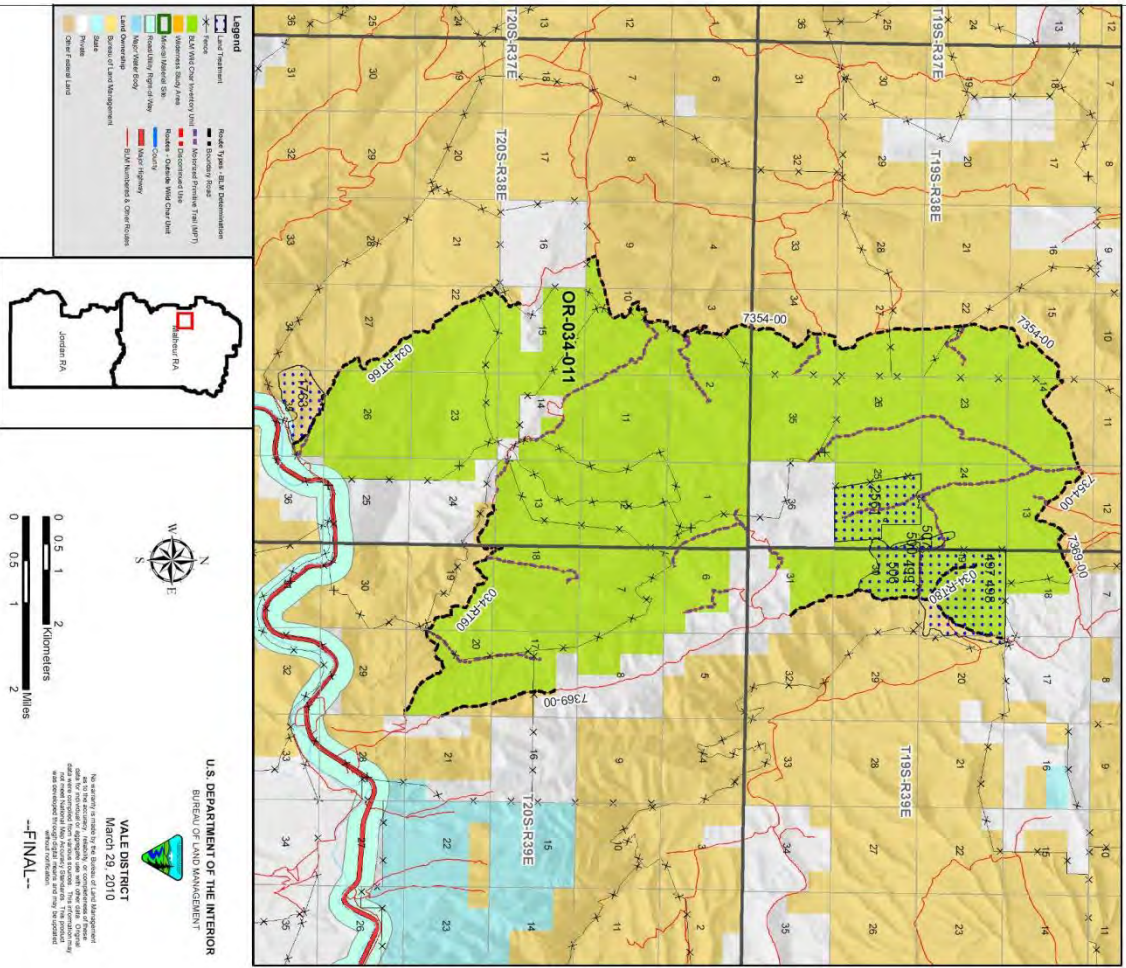
**VALE DISTRICT**  
March 29, 2010

No warranty is made by the Bureau of Land Management as to the accuracy, reliability, or completeness of these data for individual or aggregate use with other data. Original data were compiled from various sources. This information may not meet National Map Accuracy Standards. This product was developed through digital means and may be updated without notification.

--FINAL--



**Wilderness Characteristics - Land Treatments  
Mustang Basin - OR-034-011 - Map 2 of 2**



**Wilderness Characteristics - Land Treatments  
Mustang Basin - OR-034-011 - Map 2 of 2**

OBJECTID*	NAME	TREATMENT TYPE	SEED GROUP	DATE
497	KELSAV BUTTE	Juniper Cutting	Not Applicable	20050930
498	KELSAV BUTTE	Prescribed Burn	Not Applicable	20050501
499	UPPER POLE	Prescribed Burn	Not Applicable	20050501
500	UPPER POLE	Prescribed Burn	Not Applicable	20050501
506	UPPER POLE	Juniper Cutting	Not Applicable	20050930
507	UPPER POLE	Juniper Cutting	Not Applicable	20050930
1763	STEMLER RIDGE BUTR PLANTING	Planting	Shrubs	20080427
2561	Bully Creek Upper Pole Aspen	Juniper Cutting	Native Grasses	20081205

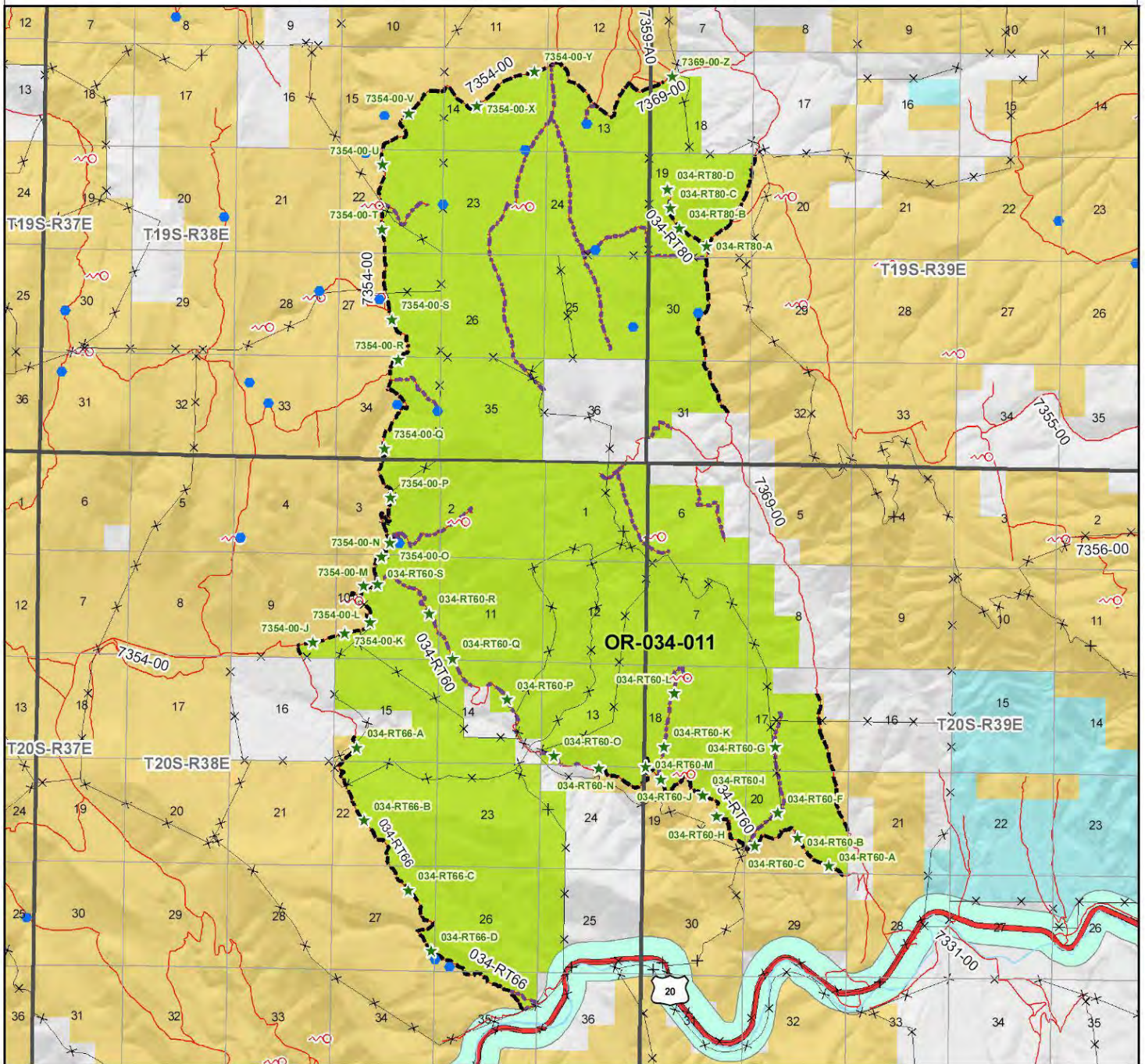
Note: The Land Treatments represented by navy blue dots on the map to the left are labeled with the treatments. ObjectIDs listed in the first field of the Land Treatments table shown above. Multiple types of treatments may have been applied to the same area. For example, one treatment area may have been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

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VALE DISTRICT  
March 29, 2010  
--FINAL--



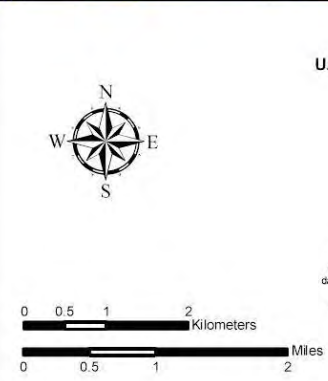
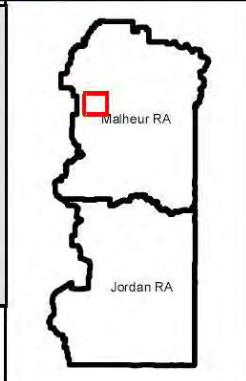
# Wilderness Characteristics - BLM Photo Points

## Mustang Basin - OR-034-011 - Page 1 of 2



### Legend

- |                                      |                                 |
|--------------------------------------|---------------------------------|
| Developed Spring                     | Route Types - BLM Determination |
| Wildlife Guzzler                     | Motonized Primitive Trail (MPT) |
| Earthen Reservoir                    | Discontinued Use                |
| Pipeline                             | Routes - Outside Wild Char Unit |
| Mineral Material Site                | County                          |
| Road/Utility ROW                     | Major Highway                   |
| Wilderness Study Area                | BLM Numbered & Other Routes     |
| BLM Wild Char Inventory Photo Points |                                 |
| BLM Wild Char Inventory Unit         |                                 |



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**VALE DISTRICT**  
March 29, 2010

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--FINAL--

**Wilderness Characteristics - BLM Photo Points Photo Log**  
**Mustang Basin - OR-034-011 - Page 2 of 2**  
**March 29, 2010**

PHOTO_LOCATION *	DIRECTION	PHOTO_TYPE	PHOTO_DATE	COMMENTS
7354-00-J	E	Route	20090623	Large rocky berm. Ditch.
7354-00-J	W	Route	20090623	Large rocky berm. Ditch.
7354-00-K	E	Route	20090623	Two large rocky berms, ditch.
7354-00-K	W	Route	20090623	Two large rocky berms. Ditch.
7354-00-L	N	Route	20090623	Side cut.
7354-00-L	S	Route	20090623	Side cut.
7354-00-M	E	Route	20090623	Side cut.
7354-00-M	W	Route	20090623	Ditch.
7354-00-N	N	Route	20090623	Side cut.
7354-00-N	S	Route	20090623	Side cut.
7354-00-O	NE	Route	20090623	Side cut. Small ditch.
7354-00-O	SW	Route	20090623	Side cut. Small ditch.
7354-00-P	N	Route	20090623	Small rocky berm on West side of route.
7354-00-P	S	Route	20090623	Small side cut.
7354-00-Q	N	Route	20090623	Side cut.
7354-00-Q	S	Route	20090623	Side cut.
7354-00-R	E	Route	20090623	Side cut, small berm on the North side of route.
7354-00-R	W	Route	20090623	Side cut, small berm on the North side of route.
7354-00-S	NW	Route	20090623	Side cut. Ditch.
7354-00-S	SE	Route	20090623	Side cut. Ditch.
7354-00-T	N	Route	20090623	Side cut. Ditch.
7354-00-T	S	Route	20090623	Side cut. Ditch.
7354-00-U	N	Route	20090623	Side cut.
7354-00-U	S	Route	20090623	Side cut.
7354-00-V	NE	Route	20090623	Double rocky berm. Ditch.
7354-00-V	SW	Route	20090623	Double rocky berm. Ditch.
7354-00-X	NE	Route	20090623	Rocks pushed far off route to the North.
7354-00-X	SW	Route	20090623	Rocky berm and ditch to the South.
7354-00-Y	E	Route	20090623	Ditch. Small berm.
7354-00-Y	W	Route	20090623	Ditch. Small rocky berm.
7369-00-Z	NE	Route	20090623	Side cut. Small ditch.
7369-00-Z	SW	Route	20090623	Side cut.
034-RT60-A	NW	Route	20090624	Side cut.
034-RT60-A	SE	Route	20090624	Side cut.
034-RT60-B	NW	Route	20090624	Side cut.
034-RT60-B	SE	Route	20090624	Side cut.
034-RT60-C	W	Route	20090624	Side cut.
034-RT60-C	E	Route	20090624	Side cut.
034-RT60-F	E	Route	20090624	No evidence of construction or maintenance.
034-RT60-F	W	Route	20090624	No evidence of construction or maintenance.
034-RT60-G	N	Route	20090624	No evidence of construction or maintenance.
034-RT60-G	S	Route	20090624	No evidence of construction or maintenance.
034-RT60-H	N	Route	20090624	Slight side cut.
034-RT60-H	S	Route	20090624	Slight side cut.
034-RT60-I	NW	Route	20090624	No evidence of construction or maintenance.
034-RT60-I	SE	Route	20090624	No evidence of construction or maintenance.
034-RT60-J	NW	Route	20090624	Small berm.
034-RT60-J	SE	Route	20090624	Small berm.
034-RT60-K	N	Route	20090624	No evidence of construction or maintenance.
034-RT60-K	S	Route	20090624	No evidence of construction or maintenance.
034-RT60-L	N	Route	20090624	No evidence of construction or maintenance.
034-RT60-L	S	Route	20090624	No evidence of construction or maintenance.
034-RT60-M	SW	Route	20090624	Slight side cut.
034-RT60-M	NE	Route	20090624	Slight side cut.
034-RT60-N	SW	Route	20090624	Side cut.
034-RT60-N	NE	Route	20090624	Side cut.
034-RT60-O	W	Route	20090624	Side cut.
034-RT60-O	E	Route	20090624	Side cut.
034-RT60-P	N	Route	20090624	Small berm. Rocks moved off of route.
034-RT60-P	S	Route	20090624	Fresh 4-wheel tracks.
034-RT60-Q	N	Route	20090624	Rocky berm.
034-RT60-Q	S	Route	20090624	Rocky berm.
034-RT60-R	NW	Route	20090624	Rocks moved off of route.
034-RT60-R	SE	Route	20090624	Rocks moved off of route.
034-RT60-S	SW	Route	20090624	Rocks moved off of route.
034-RT60-S	NE	Route	20090624	Rocks moved off of route.
034-RT66-A	SE	Route	20090624	Side cut.
034-RT66-A	NW	Route	20090624	Side cut.
034-RT66-B	S	Route	20090624	Rocky berm. Side cut.
034-RT66-B	N	Route	20090624	Rocky berm. Side cut.
034-RT66-C	SE	Route	20090624	Rocky berm. Side cut.
034-RT66-C	NW	Route	20090624	Rocky berm. Side cut.
034-RT66-D	SE	Route	20090624	Rocky berm. Side cut.
034-RT66-D	NW	Route	20090624	Rocky berm. Side cut.
034-RT80-A	NW	Route	7/22/09	Evidence of grading. Small berms.
034-RT80-A	SE	Route	7/22/09	Evidence of grading. Small berms.
034-RT80-B	NW	Route	7/22/09	Evidence of grading. Small berms.
034-RT80-B	SE	Route	7/22/09	Evidence of grading. Small berms.
034-RT80-C	NW	Route	7/22/09	Small berms. Weather station on top of hill.
034-RT80-C	SE	Route	7/22/09	Small berms.
034-RT80-D	NW	Route	7/22/09	End of route. No evidence of construction or maintenance.
034-RT80-D	SE	Route	7/22/09	Two track. No evidence of construction or maintenance.

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 photo names provided in the Comments field.





034-RT60-A-NW.JPG

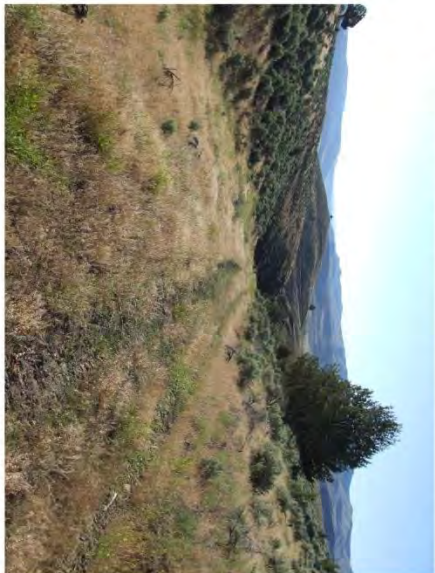


034-RT60-B-SE.JPG

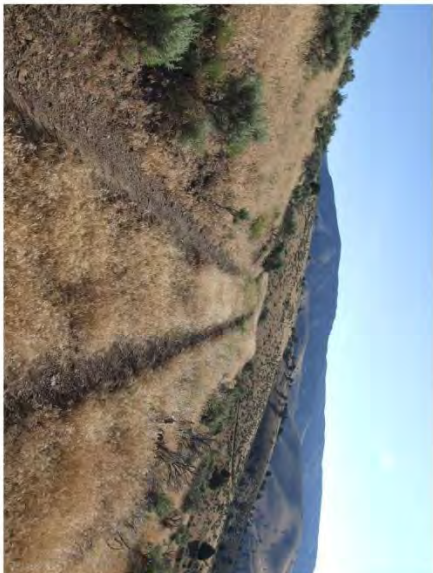


034-RT60-D-NW.JPG

# OR-034-011 Mustang Basin Page 1



034-RT60-A-SE.JPG



034-RT60-C-E.JPG



034-RT60-D-SE.JPG



034-RT60-B-NW.JPG



034-RT60-C-W.JPG



034-RT60-E-N.JPG





034-RT60-E-S.JPG



034-RT60-G-N.JPG



034-RT60-H-S.JPG

OR-034-011 Mustang Basin Page 2



034-RT60-F-E.JPG



034-RT60-G-S.JPG



034-RT60-I-NW.JPG



034-RT60-F-W.JPG



034-RT60-H-N.JPG



034-RT60-I-SE.JPG





034-RT60-J-NW.JPG



034-RT60-K-S.JPG



034-RT60-M-NE.JPG

OR-034-011 Mustang Basin Page 3



034-RT60-J-SE.JPG



034-RT60-L-N.JPG



034-RT60-M-SW.JPG



034-RT60-K-N.JPG



034-RT60-L-S.JPG



034-RT60-N-NE.JPG





034-RT60-N-SW.JPG



034-RT60-P-N.JPG



034-RT60-Q-S.JPG

OR-034-011 Mustang Basin Page 4



034-RT60-O-E.JPG



034-RT60-P-S.JPG



034-RT60-R-NW.JPG



034-RT60-Q-W.JPG



034-RT60-Q-N.JPG



034-RT60-R-SE.JPG





034-RT60-S-NE.JPG



034-RT60-S-SW.JPG



034-RT66-A-NW.JPG



034-RT66-A-SE.JPG



034-RT66-B-N.JPG



034-RT66-B-S.JPG



034-RT66-C-NW.JPG



034-RT66-C-SE.JPG



034-RT66-D-NW.JPG





034-RT166-D-SE.JPG



034-RT180-B-NW.JPG



034-RT180-C-SE.JPG

OR-034-011 Mustang Basin Page 6



034-RT180-A-NW.JPG



034-RT180-B-SE.JPG



034-RT180-D-NW.JPG



034-RT180-A-SE.JPG



034-RT180-C-NW.JPG



034-RT180-D-SE.JPG





7354-00-J-E.JPG



7354-00-J-W.JPG



7354-00-K-E.JPG



7354-00-K-W.JPG



7354-00-L-N.JPG



7354-00-L-S.JPG



7354-00-M-E.JPG



7354-00-M-W.JPG



7354-00-N-N.JPG





7354-00-N-S.JPG



7354-00-O-NE.JPG



7354-00-O-SW.JPG



7354-00-P-N.JPG



7354-00-P-S.JPG



7354-00-Q-N.JPG



7354-00-Q-S.JPG



7354-00-R-E.JPG



7354-00-R-W.JPG





7354-00-S-NW.JPG



7354-00-T-S.JPG



7354-00-V-NE.JPG

OR-034-011 Mustang Basin Page 9



7354-00-S-SE.JPG



7354-00-U-N.JPG



7354-00-V-SW.JPG



7354-00-T-N.JPG



7354-00-U-S.JPG



7354-00-X-NE.JPG





7354-00-X-SW.JPG



7354-00-Y-E.JPG



7354-00-Y-W.JPG



7354-00-Z-NE.JPG



7354-00-Z-SW.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: OR-034-011 – Mustang Basin**

**NOTE:** This unit is affected by ONDA’s Lake Ridge proposed WSA.

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

**034-RT60**

**NOTE 1:** This route has four segments – although described/evaluated herein as three. Each of the three are addressed separately herein as needed for clarification of route segment status.

**NOTE 2:** The two northwest-southeast oriented segments of this route which enter the chain of private land parcels (but at different locations, respectively, in sections 14 and 24) --when combined -- is the same route identified by ONDA on its Road Log as its “WF40”. It is described by ONDA as a motorized vehicle “way” (i.e., what BLM terms a motorized primitive trail (MPT) for this wilderness characteristics inventory maintenance).

- I. LOCATION:** Refer to attached map. One of the 4 segments is the southeast boundary of this BLM inventory unit, plus 3 other segments of the route (2 which herein are referenced/addressed together and apart from the remaining segment).

**List photo point references (if applicable):** Refer to this BLM inventory unit’s associated hard copy of its BLM Photo Points map, and affiliated Photo Log and photos - retained in this unit’s permanent hard copy file, and electronically retained under this unit’s BLM name and identifier. BLM photos points 034-RT60F, -RT60G, - RT60K and -RT60L depict the 2 branched “side” route segments; BLM photos 034-RT60 O, -RT60P, -RT60Q, -RT60R, and –RT60S depict the route segment branching from BLM road 7354-00; and the remainder of the BLM photo point series are of 034-RT60’s segment which branches from BLM road 7369-00. Any applicable ONDA photos and affiliated Photo Log are electronically retained under Wilderness Characteristics/S/Citizen Proposals.

**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:** The southeast-to-northwest segment of this route – from its southeast junction with BLM road 7369-00 -- serves as the only interior access for a given livestock grazing allotment's pasture and affiliated rangeland fences and two developed springs. It also serves as the sole connective route to a chained series of private land parcels which are a boundary feature of this wilderness characteristics inventory unit. This same route segment on public lands is traveled seasonally for hunting of common game species (primarily deer, elk and grouse).

The route's two branched "side" northerly-bound segments from the above described route segment are associated with rangeland improvements – one of the above-mentioned rangeland fences and to one of the two above-mentioned developed springs.

Physical conditions of the route segment beginning at its northwest junction with BLM 7354-00 and crossing southeasterly through sections 10, 11 and 14 to the north entry point with the chain of private parcels preclude reasonable motorized vehicle travel on it. This segment of the route no longer serves any purpose which cannot be provided by the first above described segment of this 034-RT60 route.

**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 \_\_\_\_\_  
Berms   X   Cut/Fill \_\_\_\_\_ Other \_\_\_\_\_

**Describe:** \* -- Partially, as described:

The route's only segment with apparent visual evidence of construction is the southeast-to-northwest oriented segment from its junction with the BLM 7369-00 road to the southern-most of the chained private land parcels.

The two side routes -- extending in a northerly direction from the above-described segment -- have no remaining apparent evidence of construction.

The northwest-to-southeast oriented segment of the route in sections 10, 11 and 14 to the north entry point onto the chain of private parcels – and which branches form BLM road 7354-00 – has no remaining apparent evidence of construction.

## V. IMPROVEMENTS

Yes  No

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

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

**Describe:** A culvert is located in section 19 on the southeast-to-northwest oriented segment of this route (not photo documented by BLM).

The other segments of this 034-RT60 route have no improvements.

## VI. MAINTENANCE:

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

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

**Explain:** The southeast-to -northwest segment of the route to the first point of entry onto the chain of private parcels in section 24 was bladed in 2006 or 2007 (which was after ONDA submitted to Vale District its Lake Ridge proposed WSA in 2004).

No mechanical maintenance has been conducted on either of the two northerly branched segments of the above-described route segment since the BLM's late 1970's wilderness inventory.

No mechanical maintenance has been conducted on the route's segment located within sections 10, 11 and 14 since the BLM's late 1970's wilderness inventory.



**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  X

**Comments:** Mechanical maintenance would be approved only from the route's junction with BLM road 7369-00 northwest to the first entry point in section 24 onto the chain of private parcels to provide continued passable access to them and to support BLM administration of the grazing allotment's pasture in this area.

Mechanical maintenance would not be conducted or approved on the two northerly oriented route segments – each which branch from the above-described segment. Access along the affiliated fence and to the developed spring can continue to be performed over the long term without needing to conduct mechanical maintenance on either of the two routes.

Mechanical maintenance would not be conducted or approved on the northwest-to-southeast oriented segment of the route located in sections 10, 11 and 14 (i.e., that segment which junctions with BLM road 7354-00).

## VII. REGULAR AND CONTINUOUS USE:

Yes  X  No  X

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

The southeast-to-northwest segment of this route to the first entry point onto the chain of private parcels is used for access to these parcels. This same segment is used on a relatively regular basis by BLM for management activities associated with a livestock grazing allotment's pasture (on both sides of the route – i.e., both within and outside of this inventory unit).

The two northerly oriented segments of this route branching from the above described segment do not receive relatively regular and continuous use.

The northwest-to-southeast oriented segment of the route located in sections 10, 11 and 14 (i.e., that segment which branches from BLM road 7354-00) does not receive relatively regular and continuous use.

**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**   X  

**Explanation:**

1. The southeast-to northwest segment of this route (branching from BLM road 7369-00) to the first entry point of the chain of private parcels meets criteria for road, as described and explained above.
2. The two northerly-oriented side segments of this route do not meet criteria for road, as described and explained above.
3. The northwest-to-southeast oriented segment of the route located in sections 10, 11 and 14 (i.e., that segment which branches from BLM road 7354-00) does not meet criteria for road, as described and explained above.

**Evaluator(s):**


Bill Lutjens, Rangeland Management Specialist

**Date:**

4/2/16

\* **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.

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.

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*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.

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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: OR-034-011 – Mustang Basin**

**NOTE:** This unit is affected by ONDA’s Lake Ridge proposed WSA.

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

**034-RT66**

(This route is identified by ONDA on its Road Log as its “WF39”, described as a motorized vehicle “way” (i.e., what BLM terms a motorized primitive trail (MPT) for this wilderness characteristics inventory maintenance).

**IX. LOCATION:** Refer to attached map (is the southwest boundary of this BLM inventory unit). **List photo point references (if applicable):** Refer to this BLM inventory unit’s associated hard copy of its BLM Photo Points map, and affiliated Photo Log and photos -- retained in this unit’s permanent hard copy file, and electronically retained under this unit’s subfolder Final Findings/GIS Products. Any applicable ONDA photos and affiliated Photo Log are electronically retained under Wilderness Characteristics/S/Citizen Proposals.

**X. 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:** This is a route frequently accessed from the highway. The short segment of route traversing the private land located at and junctions with the highway (in section 36) then continues on as 034-RT66 on abutting public lands. There is a legal access instrument between the State of Oregon (Department of Fish and Wildlife -- ODFW) and the private land owner through the state’s Access and Habitat Improvement Program. The program is designed to provide for legal access to non-private lands for the hunting public and to support the agency’s management activities of game species. The route is also traveled for management of livestock and monitoring of associated activities. The route provides connective access to the private land (and which also serves as a feature of this unit’s boundary) and to BLM road 7354-00.

**XI. ROAD RIGHT-OF-WAY:****Is a road right-of-way associated with this route?**Yes \_\_\_\_\_ No  X  Unknown \_\_\_\_\_

Although no ROW associated with the route on public lands, there is a legal access instrument between the State of Oregon (Department of Fish and Wildlife -- ODFW) and the adjacent private land owner through the state's Access and Habitat Improvement Program. The program is designed to provide for legal access to non-private lands for the hunting public and to support the agency's management activities of game species.

**XII. CONSTRUCTION**Yes  X  No \_\_\_\_\_

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

**Describe:** Date of construction is unknown, but occurred prior to the late 1970's BLM wilderness characteristics inventory and identified as a road in that inventory .

**XIII. IMPROVEMENTS**Yes \_\_\_\_\_ No  X 

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

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

**Describe:****XIV. 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:** The route was bladed in 2006 or 2007 (which was after ONDA submitted to Vale District its Lake Ridge proposed WSA in 2004) which allows for relatively regular and continuous use more so on a seasonal basis.

**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:**

**XV. 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:**

It is used by BLM and OFDW personnel, livestock permittees. On an annual basis the route is used by hunters of common game species of the area at large (e.g., deer, elk, grouse). ODFW’s work to provide continuous access over time for the recreating public allows for relatively regular use.

**XVI. 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:** Meets criteria for road, as described and explained, above.

**Evaluator(s):** Michelle Caviness **Date:** 3/31/10  
 Michelle Caviness, Wildlife Biologist

Bill Lutjens **Date:** 4/2/10  
 Bill Lutjens, Rangeland Management Specialist

\* **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.

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.

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*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: OR-034-011 – Mustang Basin**

**NOTE:** This unit is affected by ONDA’s Lake Ridge proposed WSA.

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

**034-RT80**

(This route may be identified by ONDA on its Road Log as its “WF16e” (per ONDA’s photo QC023); however, this cannot be confirmed since a WF16e route is not depicted on an ONDA map submitted to Vale District. If it is WF16e, ONDA describes it as a motorized vehicle “way” (i.e., what BLM terms a motorized primitive trail [MPT]) for this wilderness characteristics inventory maintenance).

**XVII. LOCATION:** Refer to attached map (is a 0.8 mile cherry-stem route to a Remote Atmospheric Weather Site (RAWS) facility in section 19, T.19S., R. 29E. **List photo point references (if applicable):** Refer to this BLM inventory unit’s associated hard copy of its BLM Photo Points map, and affiliated Photo Log and photos -- retained in this unit’s permanent hard copy file, and electronically retained under this unit’s subfolder Final Findings/GIS Products. Any applicable ONDA photos and affiliated Photo Log are electronically retained under Wilderness Characteristics/S/Citizen Proposals.

**XVIII. 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:** This is a route used for management and monitoring of a Remote Atmospheric Weather Site (RAWS) facility.

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

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

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



The route serves as the sole motorized vehicle route to the RAWs facility which is administered in cooperation with another federal agency. The facility itself has a BLM issued ROW. MPT documents do not indicate whether or not the vehicle access route to the facility site is an element of the issued ROW; further review of district lands records associated with that specific ROW case file would need to be conducted to determine this.

## XX. CONSTRUCTION

Yes  No

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

**Describe:** The route was constructed following a 1991 BLM issuance of the ROW for the RAWs facility. There remains remnant evidence of blading of the route during construction.

## XXI. IMPROVEMENTS

Yes  No

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

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

**Describe:**

## XXII. MAINTENANCE:

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

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

**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  No



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.

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*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: OR-034-011 – Mustang Basin**

**NOTE:** This unit is affected by ONDA’s Lake Ridge proposed WSA.

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

**BLM 7354-00**

(This route is identified by ONDA on its Road Log as a combination of 3 routes of one linear route: its “WF3a” and “WF3b” – both which are described by ONDA as a motorized vehicle “way” [i.e., what BLM terms a motorized primitive trail – MPT -- for this wilderness characteristics inventory maintenance] – and, thirdly, of ONDA’s route “WF3c”, which ONDA depicts as a cherry-stemmed road. The north end of ONDA’s WF3c cherry-stem road ends in section 10, T20S, R38E; from there ONDA’s contiguous WF3b and WF3a then continue north as 2 contiguous – but ,physically, one linear – MPT. )

**XXV. LOCATION:** Refer to attached map (is the west boundary of this BLM inventory unit). **List photo point references (if applicable):** Refer to this BLM inventory unit’s associated hard copy of its BLM Photo Points map, and affiliated Photo Log and photos -- retained in this unit’s permanent hard copy file, and electronically retained under this unit’s BLM name and identifier. Any applicable ONDA photos and affiliated Photo Log are electronically retained under Wilderness Characteristics/S/Citizen Proposals.

**XXVI. 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:** This BLM numbered route is a connector through route associated with 5 abutting BLM livestock grazing allotments; through a total of 6 grazing pastures. The route is traveled by BLM and livestock operators for performing various livestock management activities in the 5 allotments (e.g., range studies and monitoring, livestock use monitoring, project monitoring and maintenance). The route is also used by the recreating public, primarily for hunting of common game species of the greater area (deer, elk and grouse) and affiliated access to hunters’ vehicle-supported dispersed camping sites. The route serves as a significant connector to BLM road 7369 on its north end and to BLM road 034-RT66 further

south (034-RT66 does provide north access to a private land parcel that is a boundary feature of this BLM inventory unit).

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

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

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

**XXVIII. CONSTRUCTION**

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

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

**Describe:** Date of construction is unknown, but occurred prior to the late 1970's BLM wilderness characteristics inventory and identified as a road in that inventory.

**XXIX. IMPROVEMENTS**

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

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

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

**Describe:** Culverts placed where needed to retain travel surface integrity. Grader-bladed drainage ditches site-specifically constructed to help minimize water saturation of the route's travel surface of in-place soils and other natural materials.

**XXX. 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:** There are double linear earthen berms along sections of the route's length created by repeated blading over time of the route's travel surface. It is not known when the last grading of the route was performed. Terrain, soil types and slight gradients associated with much of the route creates conditions requiring very little mechanical maintenance; respectively, some sections of the route's travel surface is encroached by (mostly) annual grass species, sometimes giving the false appearance of a route not having been mechanically maintained.

**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:**

**XXXI. 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:**

It is used by BLM and livestock permittees on a relatively regular and continuous basis. On an annual basis the route is used by travelers as a connector to other roads extending east, north and south of it.

**XXXII. 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:** Meets criteria for road, as described and explained, above.

**Evaluator(s):** Shirley Rocky **Date:** 2/1/10  
 Shirley Rockefeller, Wild Horse Management Specialist

Bill Lutjens **Date:** 4/2/10  
 Bill Lutjens, Rangeland Management Specialist

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