

Wilderness Inventory Unit Index of Documents **Prava Peak OR-034-042, 36 total pages**

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**Prepared by:
U.S. Department of the Interior
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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: 2008 **Unit Number/Name:** OR-034-042 -- Prava Peak

**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.):

(NOTE: See “ * ” footnote statement under section “2.”, below.)

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

- () 1978 – 1980 --- BLM Wilderness Inventory Unit OR-03 (unpublished BLM document in case files)
- () April 1979 – *Wilderness -- Proposed Initial Inventory – Roadless Areas and Islands Which Clearly Do Not have Wilderness Characteristics, Oregon and Washington*

Wilderness Decision Documents

- () 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).
- () 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)
- () 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).

B.) Inventory Unit Name(s)/Number(s)
(not applicable)

C.) Map Name(s)/Number(s) --- (not applicable)

- () Final Decision – Initial Wilderness Inventory Map, August 1979, Oregon
- () Proposed Decision -- Intensive Wilderness Inventory of Selected Areas Map, October 1979, Oregon
- () Intensive Wilderness Inventory Map, March 1980, Oregon
- () 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: (No historic found)

Unit#/ Name	Size (historic acres)	Natural Condition? Y/N	Outstanding Solitude? Y/N	Outstanding Primitive & Unconfined Recreation? Y/N	Supplemental Values? Y/N
(N.A.)*					
TOTAL					

* -- The area for the 2009 WC inventory maintenance is historically identified only as what was part of “3-31” (per the August 1979 WC inventory decision map) and depicted on that map as “Previously Inventoried BLM Unit Found Not to Have Wilderness Characteristics”. The final “3-31” is what today is known as OR-3-31, Camp Creek WSA, which is smaller in area than the original “3-31” inventory unit. No records can be located within Vale District to either track the original acreage of “3-31”, or statement(s) of rationale for the eventual decreased size of the unit (but which eventually became the WSA). Any record of determination of the WC criteria for the original “3-31” cannot be located.

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-034-042 -- Prava Peak

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 boundaries of the 20,654-acre unit are Malheur County routes 3707 and 3561 – along with private lands -- on its west side; BLM route 7331-0-100 as its north boundary in the unit's northwest sector; BLM routes 7331-0-00, 034-RT 46, and 034-RT47A on its northern-most and northeast sector (which, in part, abuts Sperry Creek WSA and Gold Creek WSA); private lands, other routes on BLM (034-RT 47B, 034-RT 47C, 034-RT 47D, 034-RT 47E, 034-RT 48, and 034-RT 49) and terrain features traversing public land along the remainder of its east side (which abut Gold Creek WSA and Camp Creek WSA); and private land and the right-of-way for the PP & L 500 kV transmission line on its south end. Those vehicle routes abutting the three WSAs are no longer recognized as roads (versus what was concluded in BLM's 1970's WC inventory), but rather have converted to motorized primitive trails (MPTs). This results in OR-034-042 being contiguous with the three WSAs. There is also a 5.1 mile long cherry-stem road which provides access for a BLM-issued quarter mile long road ROW (within section 23, T. 22S., R.39 E.) that goes to a private land parcel (in sections 23 and 24) which also serves as a boundary feature of this inventory unit. All but approximately a quarter mile of Malheur County route 3561 on public land has deteriorated to the point of being recognized not as a road but as a MPT. The unit's boundary roads are mechanically maintained as needed to provide for relatively regular and seasonally continuous use.

2. Is the unit in a natural condition?

Yes X No N/A

Description: The unit is dominated by the upper reaches of Cottonwood Creek and its affiliated side drainages throughout the southern sector of the unit, and by the upper reaches of North Fork Squaw Creek and Antelope Swale in the unit's northeastern reaches. Side drainages' slopes range from slight to steep with dispersed ridges and hill tops between them. Elevations range from about 4,140 to 5,690 feet (Monument Peak). The vegetation consists of the typical high desert shrub and native grass species with non-native cheat grass throughout the unit, all which appears natural to the average visitor.

Refer to this unit's associated Map 1 and Map 2 for locations of human imprints. There are 14 earthen reservoirs, 4 developed springs, 23.2 miles of rangeland fence, one rangeland fenced enclosure, and 43.5 miles of 22 MPTs. Of the total MPT mileage, 17.2 miles abut the three WSAs. There is also remnant evidence of 10 abandoned motorized vehicle routes (11.7 miles) which are not recognized as motorized vehicle routes any longer. A 1966 chemical treatment affecting a portion of the unit is no longer visually evident.

Overall, given the size of the unit, itself, relative to the types of imprints – individually and collectively, and being small and/or of minor surface disturbance -- and their vast distribution and mostly sparse concentration within the unit, the unit appears, overall, to be affected primarily by the forces of nature with the imprint of humans being substantially unnoticeable to the average visitor. This is somewhat qualified by the more so concentration of MPTs located proximate to (and including those MPTs abutting) the Gold Creek and Camp Creek WSAs. Collectively, a factor affecting naturalness is the unit's congruous association with the three WSAs. The state of naturalness of the neighboring WSAs affect the overall state of naturalness of the area at large (that is, this inventory unit plus the respective individual congruous WSAs); and vice versa. In conclusion, while also considering the extent of the natural state of a congruous WSA with that of this inventory unit, the area of the two combined do appear to be affected primarily by the forces of nature with the imprint of humans being substantially unnoticeable to the average visitor, although not to an equal or greater extent than of each of the abutting WSAs, themselves.

3. Does the unit have outstanding opportunities for solitude?

Yes No N/A

Description: The irregularly shaped unit, itself, is 12 miles long and from a half mile to 6 miles wide. Over 6 miles of its width is a narrow strip of the unit's north half, all of which is congruous with 3 neighboring WSAs. The unit provides no settings with substantial vegetative screening for visitors. While this inventory unit offers some settings that provide a sense of solitude, its dominant characteristic topographic features relative to its size and configuration do not offer outstanding opportunities for solitude. Being congruous with the 3 WSAs, this inventory unit is influenced by the attributes which result in the outstanding opportunities for solitude which each of the WSAs possess; and likewise (vice versa), for whatever opportunities for solitude this inventory unit possesses. In conclusion, due to the positive influence of the already documented attributes supporting outstanding opportunities for solitude within each of the congruous WSAs, this unit, when combined with any one or all three of the WSAs does, overall, retain adequate attributes which result in outstanding opportunities for solitude.

4. Does the unit have outstanding opportunities for primitive and unconfined recreation?Yes X No N/A

Description: Primitive and unconfined recreation activities are predominately associated with hunting of common upland and big game species (chukar and deer), including day hiking and general sightseeing. There are no unique or unusual features or values which provide for outstanding opportunities for primitive and unconfined recreation. The unit, of itself, does not have outstanding opportunities for primitive and unconfined recreation. However, being congruous with the 3 WSAs, this inventory unit is influenced by the attributes which result in the outstanding opportunities for primitive and unconfined recreation which each of the WSAs possess. In conclusion, due to the presence of the already documented attributes supporting outstanding opportunities for primitive and unconfined recreation within each of the congruous WSAs, this unit, when combined with any one or all three of the WSAs does, overall, retain outstanding opportunities for primitive and unconfined recreation.

5. Does the unit have supplemental values?Yes X No N/A

Description: Present district inventory data indicates 10 sage grouse leks are located in this inventory unit; the bird is a BLM special status animal species.

Summary of Findings and Conclusion

Unit Name and Number: OR-034-042 -- Prava Peak

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 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.

Prepared by: Robert Alward
Robert Alward, Wilderness Planner contractor

Team Members:

<u> Steve Christensen </u>	<u> 4-13-2009 </u>
Steve Christensen, Rangeland Management Specialist	Date
<u> Bill Lutjens </u>	<u> 4/15/09 </u>
Bill Lutjens, Rangeland Management Specialist	Date
<u> Shoney Rockefeller </u>	<u> 4/13/2009 </u>
Shoney Rockefeller, Soil Scientist	Date
<u> Dave Draheim </u>	<u> 4.13.2009 </u>
Dave Draheim, Outdoor Recreation Planner	Date
<u> Jonathan Westfall </u>	<u> 04/13/2009 </u>
Jon Westfall, Geologist	Date
<u> Brent Grasty </u>	<u> 4/13/09 </u>
Brent Grasty, GIS Coordinator	Date

(NOTE: Prior to her July, 2008 retirement, Botanist Jean Finley had reviewed an earlier draft of this unit.)

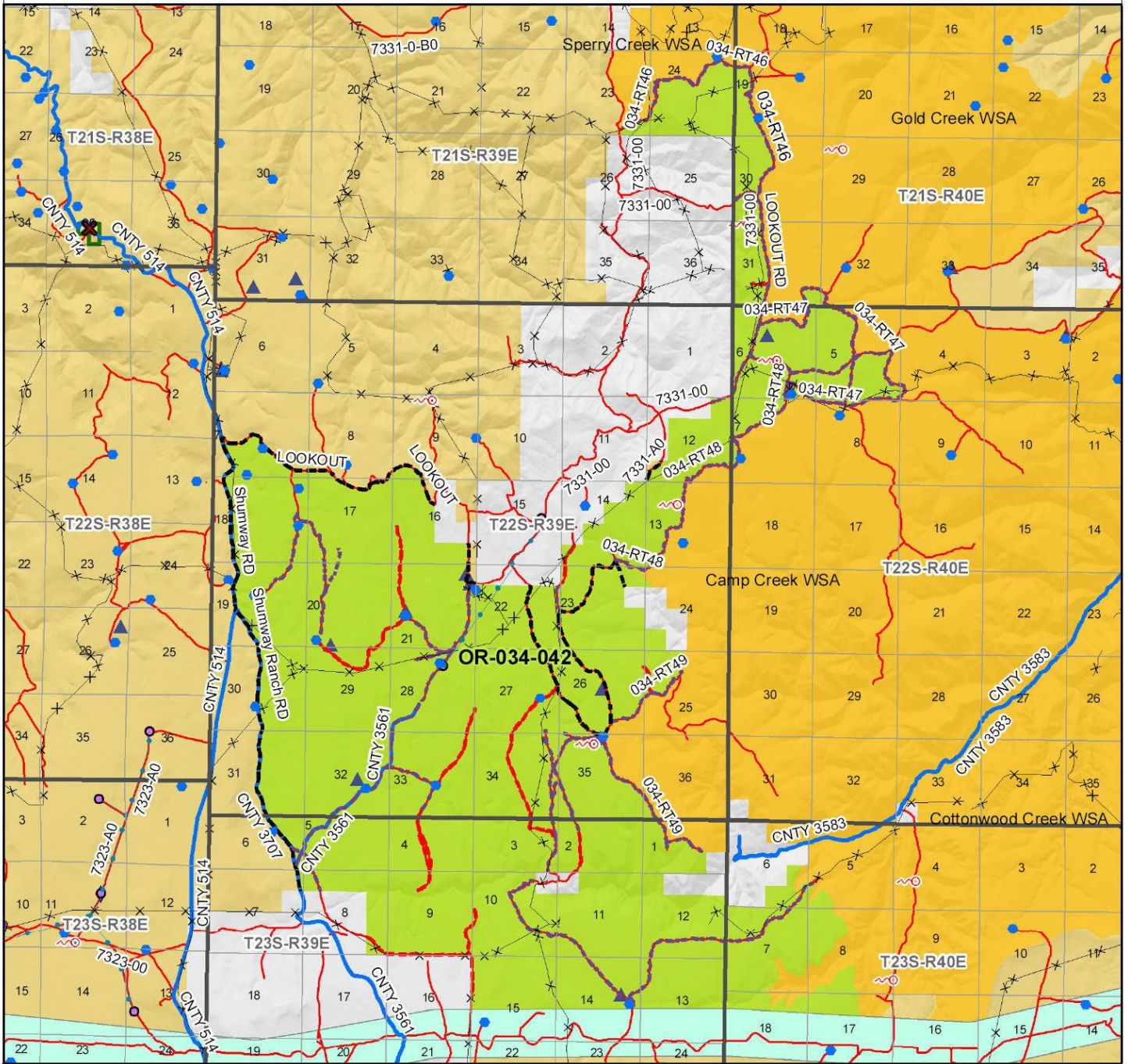
Approved by:

Pat Ryan 12/13/10
Pat Ryan, Malheur Resource Area Field Manager Date

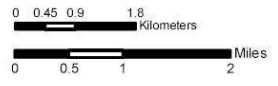
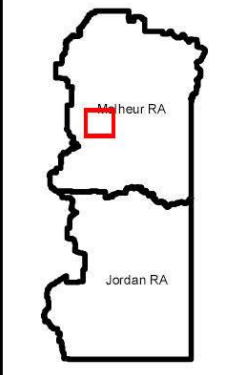
This form documents information that constitutes an inventory finding on wilderness characteristics. It does not represent a formal land use allocation or a final agency decision subject to administrative remedies under either 43 CFR parts 4 or 1610.5-2.

Wilderness Characteristics - Overview

Prava Peak - OR-034-042 - 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
	Major Highway
	BLM Numbered & Other Routes
	Land Ownership
	Bureau of Land Management
	State
	Private
	Other Federal Land



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

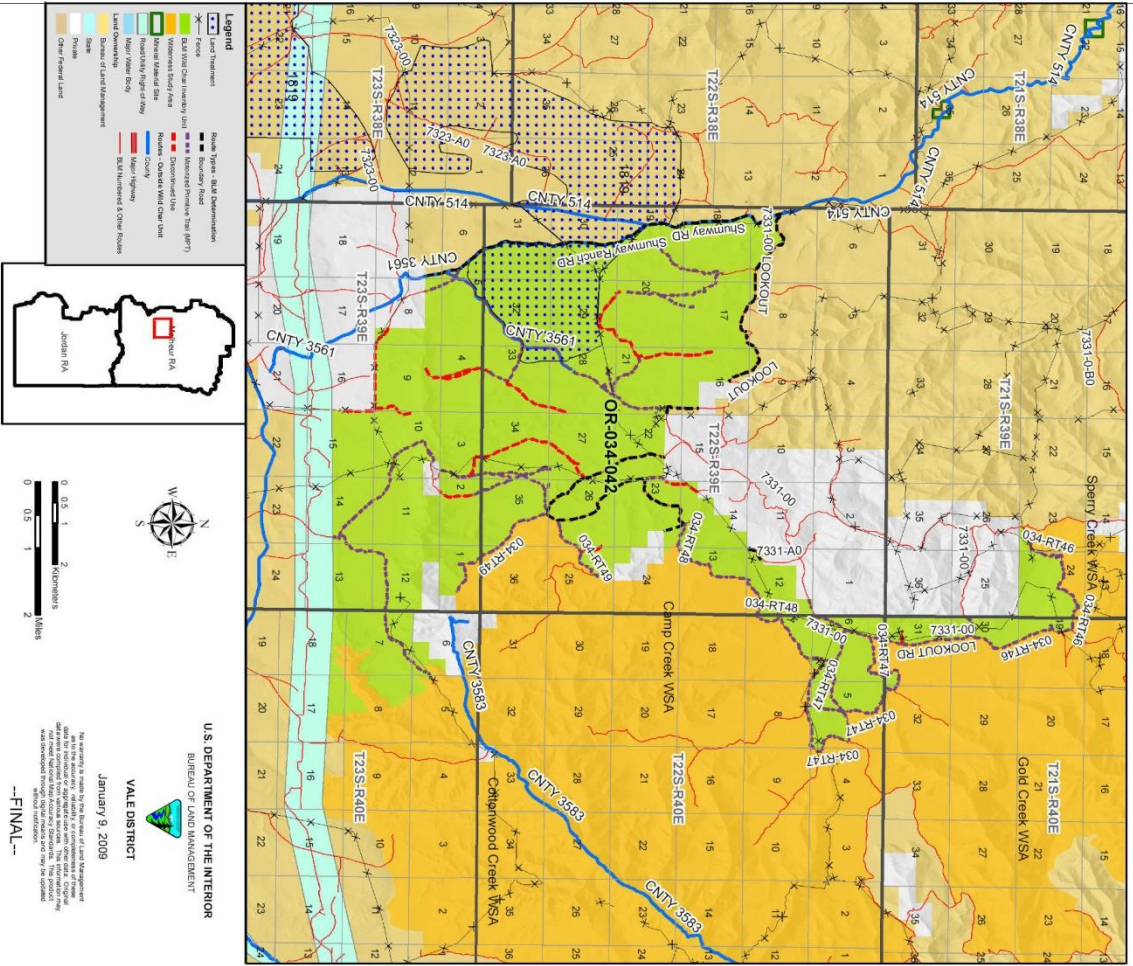


VALE DISTRICT
January 9, 2009

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
Prava Peak - OR-034-042 - Map 2 of 2**



**Wilderness Characteristics - Land Treatments
Prava Peak - OR-034-042 - Map 2 of 2**

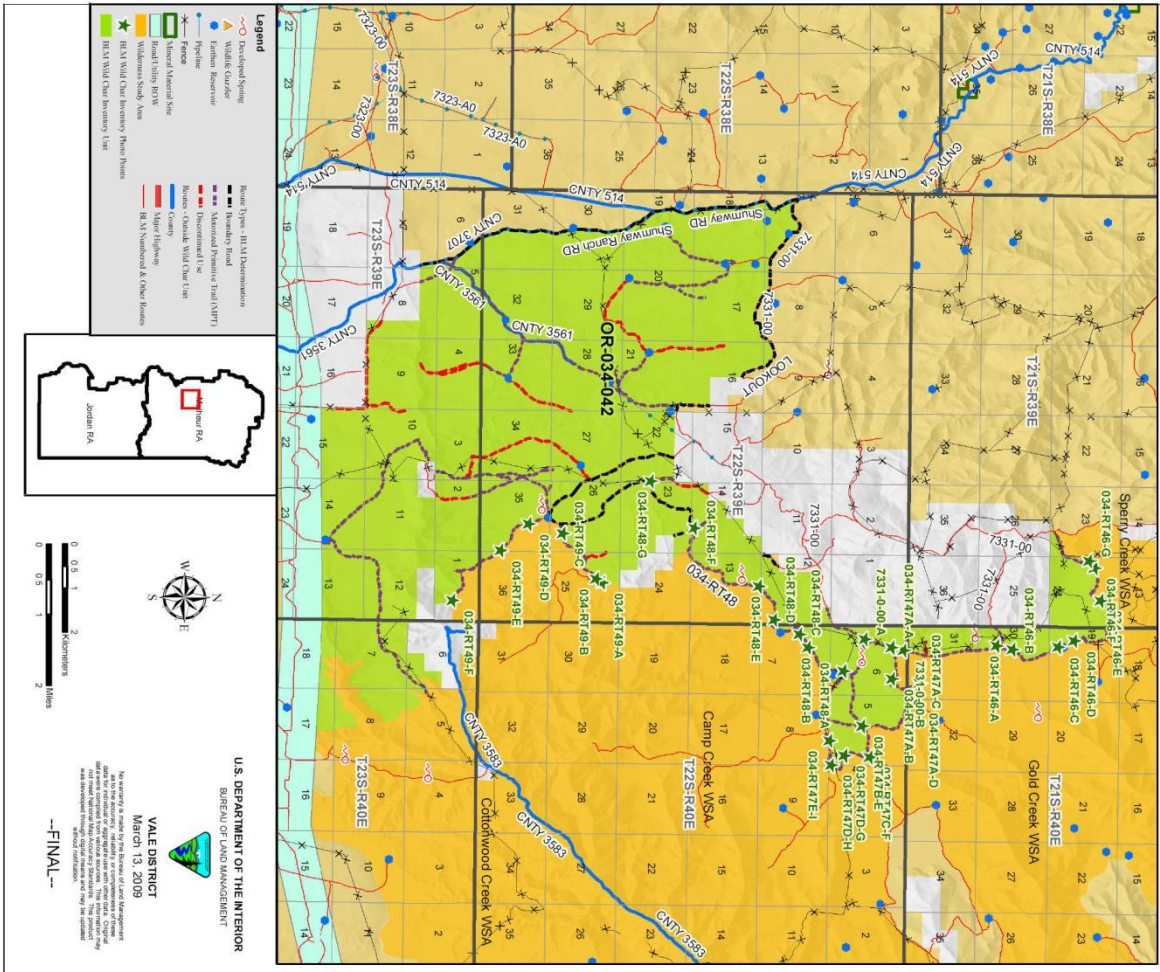
OBJECTID*	NAME	TREATMENT TYPE	SEED GROUP	DATE
1819	SLAUGHTER GULCH BRUSH CONTROL	Chemical Treatment	Not Applicable	1966

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.

U.S. DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
VALE DISTRICT
January 9, 2009

—FINAL—

Wilderness Characteristics - BLM Photo Points
Prava Peak - OR-034-042

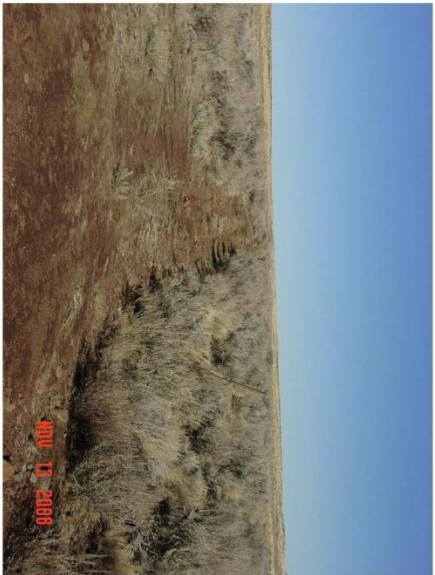


PHOTO_LOCATION	DIRECTION	PHOTO_TYPE	PHOTO_DATE	COMMENTS
034-RT47A-A	E	Route	20081113	Entrance, Visible tracks
034-RT47A-B	E	Route	20081113	Signs of construction
034-RT47A-B	W	Route	20081113	Boulders bladed off route
034-RT47A-D	N	Route	20081113	Good recent berm
034-RT47A-D	W	Route	20081113	Intersection, Large berm.
034-RT47A-D	E	Route	20081113	Signs of construction
034-RT47B-E	E	Route	20081113	Larger intersection
034-RT47B-E	S	Route	20081113	This mornings tracks
034-RT47B-E	N	Route	20081113	Very visible routes
034-RT47B-E	N	Route	20081113	Route, 25mph.
034-RT47C-F	E	Route	20081113	Intersection
034-RT47C-F	SE	Route	20081113	Photo from intersection back along route.
034-RT47D-H	W	Route	20081113	Signs of construction.
034-RT47E-I	S	Project	20081113	OR-034-042D-H-S Fence
034-RT47E-I	S	Route	20081113	Route has been bladed across creek
034-RT47E-I	N	Route	20081113	Signs of construction
034-RT47E-I	W	Route	20081113	main route to Cottonwood Creek
034-RT47E-I	E	Route	20081113	Main route
034-RT47E-I	W	Route	20081113	Gate
034-RT47E-I	S	Route	20081117	West to Private
034-RT47E-I	W	Route	20081117	Beginning at Tims PK Res., Fences & gates
034-RT47E-I	SW	Route	20081117	Fence line, Fresh tracks on route
034-RT47E-I	SW	Route	20081117	Road cut
034-RT47E-I	SW	Route	20081117	Boulders bladed out of route
034-RT47E-I	SW	Route	20081117	Boulders bladed out of route
034-RT47E-I	SW	Route	20081117	Rock berm, Sign of construction.
034-RT47E-I	S	Route	20081117	Route build up, Cut & fill
034-RT47E-I	N	Route	20081117	Access to private.
034-RT47E-I	N	Route	20081117	End of route
034-RT47E-I	N	Route	20081113	Border of WSA
034-RT47E-I	N	Route	20081113	Back to beginning
034-RT47E-I	N	Route	20081113	Boulders bladed out of route
034-RT47E-I	W	Project	20081113	OR-034-042-C-W Route to Cold Creek Reser
034-RT47E-I	W	Route	20081113	Boulders bladed off route
034-RT47E-I	W	Route	20081113	Boulders bladed off route
034-RT47E-I	W	Route	20081113	Bladed boulder
034-RT47E-I	S	Route	20081113	Boulder bladed off route
034-RT47E-I	W	Route	20081113	Route cut in hillside
034-RT47E-I	W	Route	20081113	Back to reservoir (Trend Plot)
034-RT47E-I	E	Route	20081113	Corral
034-RT47E-I	S	Project	20081113	Boulders bladed off route (construction)
034-RT47E-I	S	Route	20081113	Construction sign - boulders moved.
034-RT47E-I	E	Route	20081117	Beginning of route
034-RT47E-I	S	Route	20081117	Boulders bladed off route
034-RT47E-I	W	Route	20081117	Boulders bladed off route
034-RT47E-I	E	Route	20081117	Boulders bladed off route
034-RT47E-I	E	Route	20081117	Boulders bladed off route
034-RT47E-I	SE	Route	20081117	Signs of construction
034-RT47E-I	SE	Route	20081117	Boulders bladed off route
034-RT47E-I	NW	Route	20081117	From Cottonwood Canyon edge
034-RT47E-I	SE	Route	20081117	Toward ridge
034-RT47E-I	SE	Route	20081117	Old toilet paper
034-RT47E-I	NE	Route	20081113	Entering WSA
034-RT47E-I	N	Route	20081113	Visible route
034-RT47E-I	N	Route	20081113	Signs of use
034-RT47E-I	S	Route	20081113	Signs of recent use and construction
034-RT47E-I	N	Route	20081113	Back
034-RT47E-I	N	Route	20081117	Up fence line

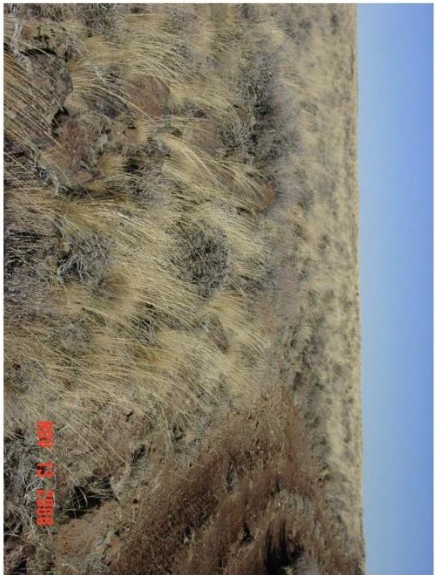
Note: The BLM Wild Char PhotoPoints displayed on the map are labeled with their Photo Locations. Multiple photos may be taken at each Photo Location. Scenery and Project Photo Type pictures have their photo names provided in the Comments field.

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

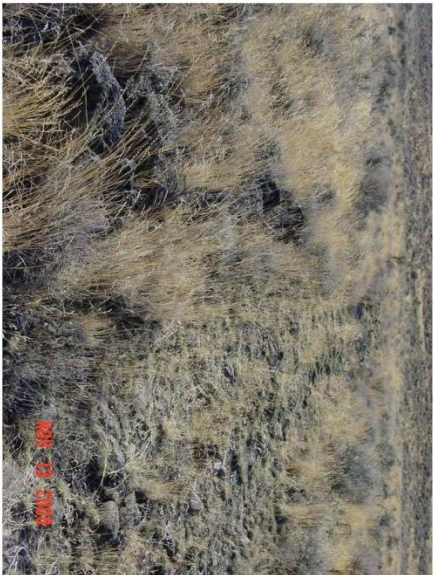
Wilderness Characteristics - BLM Photo Log
 Prava Peak - OR-034-042



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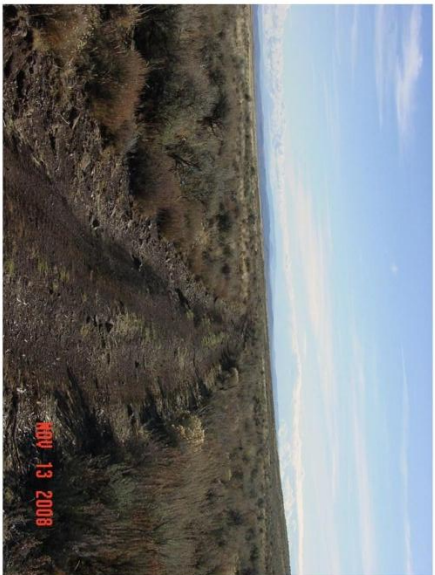


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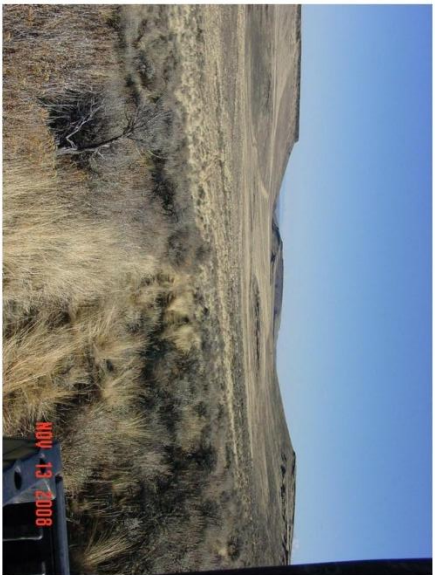
OR-034-042 Prava Peak Page 1



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034-RT46-D-W.JPG



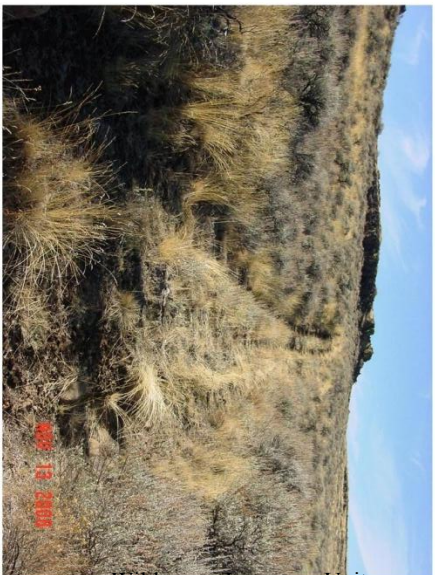
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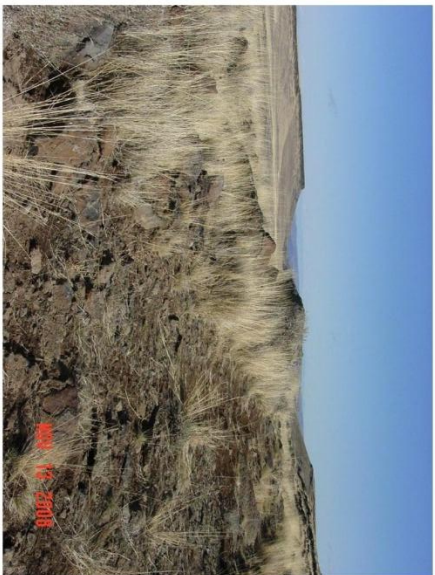
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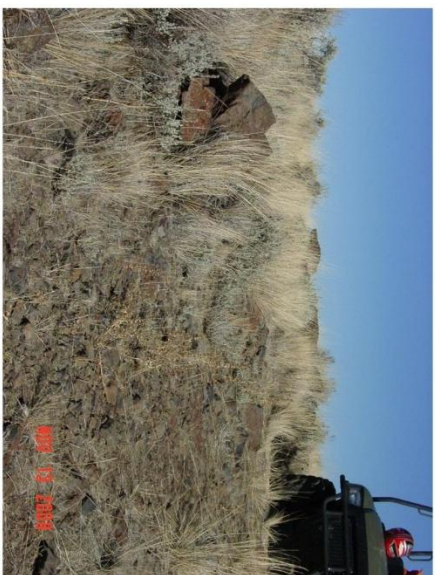


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OR-034-042 Prava Peak Page 2



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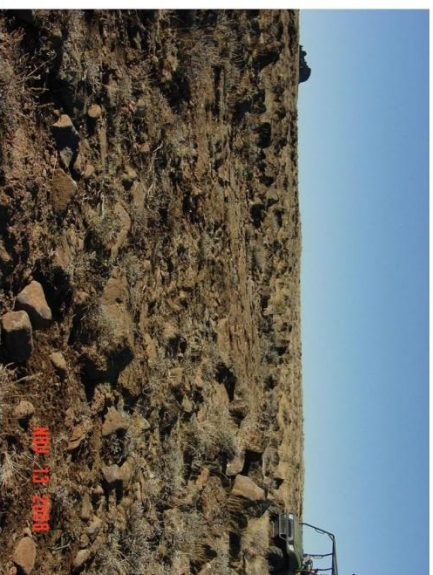
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034-RT46-G-S.JPG



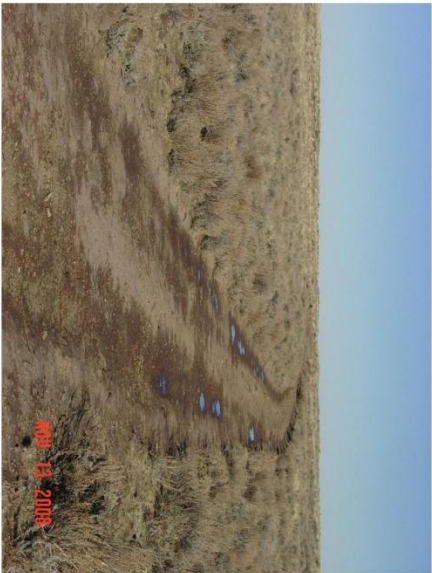
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034-RT47B-E-N1.JPG



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OR-034-042 Prava Peak Page 3



034-RT47B-E-E.JPG



034-RT47B-E-S.JPG



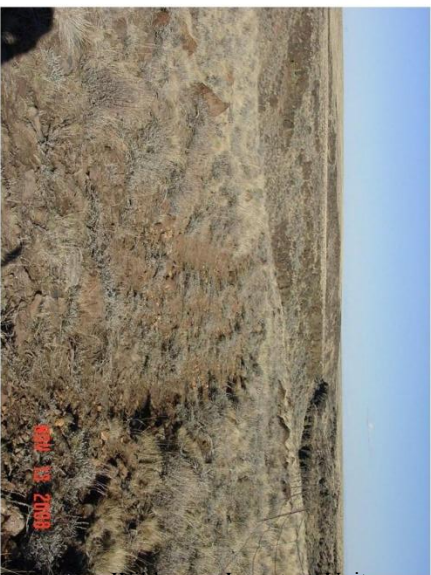
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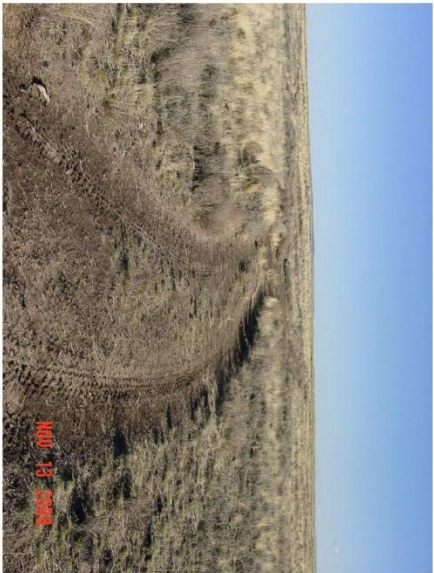
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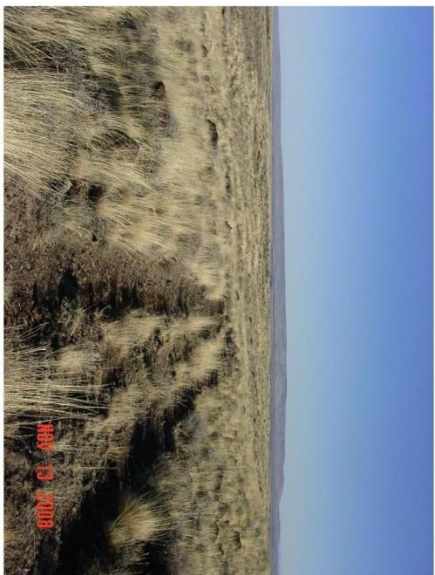
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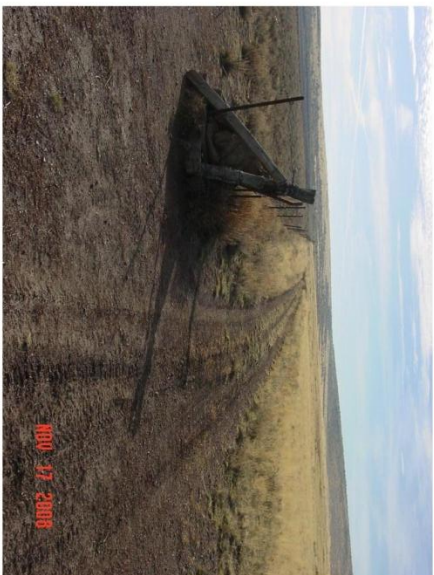
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034-RT48-B-SW.JPG



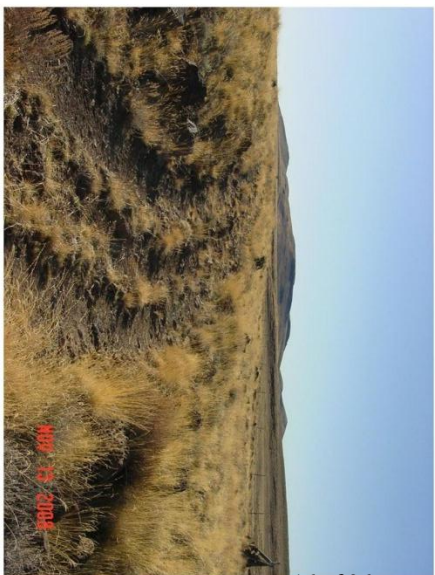
034-RT47E-I-N.JPG



034-RT48-A-S.JPG



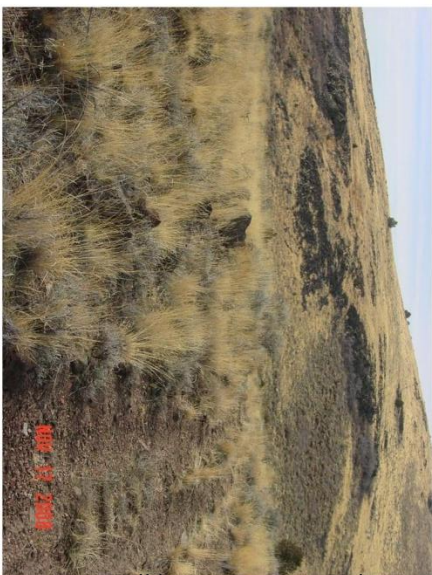
034-RT48-C-SW.JPG



034-RT47E-I-S.JPG



034-RT48-A-W.JPG



034-RT48-C-SW1.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-034-042 -- Prava Peak

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

034-RT-46

I. LOCATION:

Refer to attached map. Is in the northeast corner of this BLM inventory unit, abutting Sperry Creek and Gold Creek WSAs. **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.

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: Avails access to range improvements (Antelope Swale and Gold Creek Number On reservoirs, 2 fence lines and a fenced enclosure). It is sporadically traveled by game hunters equipped with an appropriate motorized vehicle. In the late 1970's, BLM identified this route as a boundary feature for the Sperry Creek and Gold Creek WSAs.

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 X Other _____

Describe: Date of construction is unknown; likely at the time the reservoirs were constructed. There is remnant visual evidence of berms, scrape marks on larger rocks pushed aside, and cut/fill sites along the route. Where present, berms are overgrown with sagebrush and grasses.

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 _____ No X

If yes: Hand Tools (Y/N) _____ Machine (Y/N) _____

Explain: There appears to be no evidence of mechanical maintenance on the route, probably since the route's original construction. Some manual removal of rocks from the route's travel surface is known to have occurred, including on the date BLM took photos of this route to assist passage by an all-terrain type of vehicle.

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 X

Comments: This route is in very poor condition. It is notably encroached by sagebrush and grasses, with occasional evidence of a "two-track" travel path. Access by heavy equipment to maintain the two reservoirs would not require mechanical maintenance of this route. Motorists in high clearance four-wheel drive or all-terrain types of vehicles can negotiate this route.

VII. REGULAR AND CONTINUOUS USE:

Yes _____ 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:

There remains no evidence of continuous travel on the route, although it likely is sporadically traveled by hunters with a high clearance four-wheel drive, or all-terrain type of vehicle. Based on the extent of vegetation encroachment, this route is not used on a relatively regular basis.

VIII. CONCLUSION:

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

Road: Yes _____ No X

Explanation: This route does not meet road criteria, as described and explained above. It is a motorized primitive trail. Thus, this BLM inventory unit is currently contiguous with the two WSAs in this area.

Evaluator(s): Steve Christensen Date: 4-6-2009
Steve Christensen, Range Management Specialist

Evaluator(s): Bob Williams Date: 4/6/2009
Bob Williams, Cultural Resource Technician

* **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.

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-034-042 -- Prava Peak

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

034-RT-47 – combined segments A, B, C, D, and E

VIII. LOCATION: Refer to attached map. This route is the east boundary of this BLM inventory unit where it abuts Camp Creek and Gold Creek WSAs. **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.

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: This route avails access to rangeland fence lines, and to 3 earthen reservoirs -- North Fork Squaw Creek, Fire Pit and Tim’s Peak. It is also traveled by the recreating public (predominately hunters of common game species) and livestock operators. In the late 1970’s, BLM identified this route segment as a boundary feature of both Camp Creek and Gold Creek WSAs.

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 X Cut/Fill X Other _____

Describe: Date of construction is unknown, likely at the time the reservoirs were developed. Remnant visual evidence of bermed segments, larger rocks moved aside and sites of cut/fill are present along the route's length. Where still present, berms are overgrown with sagebrush and grasses.

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 _____ No X

If yes: Hand Tools (Y/N) _____ Machine (Y/N) _____

Explain: There appears to be no evidence of mechanical maintenance on the route, probably since the route's original construction.

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 X

Comments: This route is in fair to very poor condition, depending on the segment. Some segments are more so encroached by low profile woody species (including sagebrush) and grasses, while other segments are void of vegetation on the width of the travel surface (likely due to soil properties). Access by heavy equipment to maintain the reservoirs would not require mechanical maintenance of this route. Motorists in high clearance four-wheel drive or all-terrain types of vehicles can negotiate this route.

XIV. 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:

Fresh tracks of vehicle use were observed on the day of route photography, despite recent rain. Hunters in vehicles were passed on that day. Many if not all segments of this route are traveled annually by the recreating public, which represents relatively regular use over time.

VIII. CONCLUSION:

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

Road: Yes _____ No X

Explanation: This route does not meet road criteria, as described and explained above. It is a motorized primitive trail. Thus, this BLM inventory unit is currently contiguous with the two WSAs in this area.

Evaluator(s): Steve Christensen Date: 4-6-2009
Steve Christensen, Range Management Specialist

Bob Williams Date: 4/6/2009
Bob Williams, Cultural Resource Technician

* **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.

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-034-042 -- Prava Peak

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

034-RT-48 –North section

(NOTE: This route is split into two sections (north and south) -- each with its own Road Analysis form -- due to the varying status between the two sections. Both sections possess the BLM photo point identifier of 034-RT48 [then followed by a dash and letter].)

XV. LOCATION:

Refer to attached map. Is this BLM inventory unit's east boundary route, located along the northern half of the abutting Camp Creek WSA (see applicable named BLM photo points, below). **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. Specific photo points for this north section are 034-RT48-A through 034-RT48-F.

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: This north section of this route segment is a southern continuum of 034-RT47 (see associated Road Analysis form). It avails access to 2 reservoirs near it (within the neighboring Camp Creek WSA). It is also traveled by the recreating public (predominately hunters of common game species) and occasionally by livestock operators. In the late 1970's, BLM identified this route segment as a boundary feature of the Camp Creek WSA.

XVII. ROAD RIGHT-OF-WAY:

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

Yes _____ No X Unknown _____

XVIII. CONSTRUCTIONYes No Examples: Paved _____ Bladed _____ Graveled _____ Roadside
Berms Cut/Fill Other _____**Describe:** Date of construction is unknown. Remnant visual evidence of berm is observable; where present it is covered with low profiled woody plant species, including sage brush. Cut/fill occurred along the route (e.g., photo point 034-RT48-E).**XIX. IMPROVEMENTS**Yes No

By Hand Tools _____ By Machine _____

Examples: Culverts _____ Stream Crossings _____ Bridges _____
Drainage _____ Barriers _____ Other _____**Describe:** None along this north section.**XX. 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: There appears to be no evidence of mechanical maintenance on the route, probably since the route's original construction.**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:** This north section of this route is characterized as being in poor to very poor condition, depending on where the travel is. While the routes length has grasses and small perennials growing within width of the routes travel surface, some segments are more so encroached by the vegetation. Access by heavy equipment to maintain nearby reservoirs would not require mechanical maintenance of this north section of this route. Motorists in high clearance four-wheel drive or all-terrain types of vehicles can negotiate this route.

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:

Fresh tracks of vehicle use were observed on the day of route photography, despite recent rain. This route is traveled repeatedly annually by the recreating public, which represents relatively regular use over time.

VIII. CONCLUSION:

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

Road: Yes _____ No X

Explanation: This north section of this route does not meet road criteria, as described and explained above. It is a motorized primitive trail. Thus, this BLM inventory unit is currently contiguous with the WSA in this area.

Evaluator(s): Steve Christensen Date: 4-6-2009
Steve Christensen, Range Management Specialist

Bob Williams Date: 4/6/2009
Bob Williams, Cultural Resource Technician

* **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.

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-034-042 -- Prava Peak

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

034-RT-48 – South section

(NOTE: This route is split into two sections (north and south) -- each with its own Road Analysis form -- due to the varying status between the two sections. Both sections possess the BLM photo point identifier of 034-RT48 [then followed by a dash and letter(s)].)

XXII. LOCATION:

Refer to attached map. This route provides access between two private properties (one is of sections 23 and 24, T.22S., R.39E., which has a BLM issued ROW associated with a portion of the route in section 23; the other is a very large parcel, the route entering public lands in section 22, T.22S., R39E.). See applicable named BLM photo points, below. **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. Specific photo points for this south section are 034-RT48-F-S[outh] and 034-RT48-G.

XXIII. 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 south section of this route segment provides primary access between two private properties (one is of sections 23 and 24, T.22S., R.39E., which has a BLM issued road ROW associated with a portion of the route in section 23; the other is a very large parcel, the route entering public lands in section 22, T.22S., R39E.). This south section of this route is also traveled by the hunting public and livestock operators.

XXIV. ROAD RIGHT-OF-WAY:

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

Yes X No X Unknown

In section 23, the short spur going south to the private parcel in section 23 has a BLM issued ROW; there is no issued ROW for the remainder of this south section of this route.

XXV. CONSTRUCTION

Yes X No

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

Describe: The ROW associated with the spur in section 23 was issued within the past 8 years; photo point 034-RT-F-S shows the recent (Nov, 2008) physical appearance of this spur. Photo point 034-RT48-G-N[orth] documents this south section of this route; the section's length has evidence of berm and cut/fill.

XXVI. IMPROVEMENTS

Yes No X

By Hand Tools By Machine

Examples: Culverts Stream Crossings Bridges
Drainage Barriers Other

Describe: None along this south section.

XXVII. MAINTENANCE:

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

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

Explain: There appears to be no evidence of mechanical maintenance on the route, probably since the route's original construction. The nature of the terrain and the natural materials constituting the route's travel surface has required no or nominal mechanical maintenance, likely since it was constructed

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

Yes X No

Comments: This south section of this route is characterized as being in good condition, passable by a high clearance vehicle. Mechanical maintenance would be approved to ensure it being passable to the private land parcel in sections 23 and 24 (and its associated road ROW which is part of this route's south section).

XXVIII. 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:

Repetitive tracking occurs annually along this south section of this route. It is traveled annually by the recreating public, which represents relatively regular use over time.

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: This south north section of this route does meet road criteria, as described and explained above. This road's presence does not affect the present contiguous nature of the Camp Creek WSA with this BLM inventory unit.

Evaluator(s): Steve Christensen **Date:** 4-6-2009
Steve Christensen, Range Management Specialist

Bob Williams **Date:** 4/06/2009
Bob Williams, Cultural Resource Technician

* **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.

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-034-042 -- Prava Peak

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

034-RT-49

XXIX. LOCATION:

Refer to attached map. This route is the east boundary of this BLM inventory unit where it abuts Camp Creek and Gold Creek WSAs. **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.

XXX. 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 purpose of this route is not apparent. It stays atop Lake Ridge, a fairly flat feature which, at the southern end of this route, drops steeply into the Cottonwood Creek canyon; so does the north end of this route segment, but not as steeply. Chip Pit, a small earthen reservoir adjacent to the route in section 35 (north of photo point 034-RT49-D), is very close to and readily accessible from the south section of the 034-RT 48 road, as well. The route is traveled by hunters of common game species within the area. In the late 1970's, BLM identified this route segment as a boundary feature of Camp Creek WSA.

XXXI. ROAD RIGHT-OF-WAY:

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

Yes _____ No X Unknown _____

XXXII. CONSTRUCTIONYes No Examples: Paved _____ Bladed _____ Graveled _____ Roadside
Berms Cut/Fill _____ Other

Describe: Date of construction is unknown. Remnant visual evidence of berm is apparent along certain sections of the route. Large rocks have been mechanically pushed/placed aside. These construction features presently are heavily vegetated with sagebrush and grasses.

XXXIII. IMPROVEMENTSYes No

By Hand Tools _____ By Machine _____

Examples: Culverts _____ Stream Crossings _____ Bridges _____
Drainage _____ Barriers _____ Other _____**Describe:****XXXIV. 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: None present.**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: This route is in fair condition. This is largely due to the nature of the terrain and soils of the route, which has not required maintenance actions for at least 30 years. It is passable by a high clearance vehicle. With no capital investments associated with the route, there is no justification to conduct mechanical maintenance. The sporadic travel by the recreating public has been and should remain sufficient to keep this route passable. Therefore, mechanical maintenance would not be conducted.

XXXV. REGULAR AND CONTINUOUS USE:Yes _____ 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:

Observing evidence of travel is happenstance. The route has a definitive “two track” appearance, with grasses and low-profiled sagebrush between the tracked depressions apparent along its length. The sporadic travel has been primarily by hunters with high clearance and/or all-terrain-types of vehicles.

VIII. CONCLUSION:

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

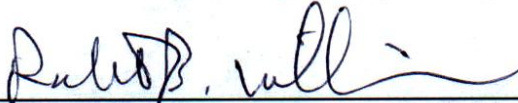
Road: Yes _____ No X

Explanation: This route does not meet road criteria, as described and explained, above. Presently, the route is a motorized primitive trail. This results in this inventory unit being contiguous with the abutting Camp Creek WSA.

Evaluators:



Steve Christensen, Range Management Specialist

Date: 4-6-2009


Rob Williams, Cultural Resource Technician

Date: 4/6/2009

* **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.

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”.