

Wilderness Inventory Unit Index of Documents
Roostercomb OR-034-067, 37 total pages

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Prepared by:
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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-034-067 — Roostercomb

**FORM 1 -- DOCUMENTATION OF BLM WILDERNESS INVENTORY
FINDINGS ON RECORD**

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

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

A.) Inventory Source(s) -- (X) Denotes all applicable BLM Inventory files, printed maps, or published BLM Decision documents with information pertaining to this unit.

Wilderness Inventories

- (X) 1978-1980 – partially of BLM Wilderness Inventory Unit partially of OR-03-03-26 Wildcat Creek; and partially of OR-03-03-12 Roostercomb (unpublished BLM documents in case files)
- (X) April 1979 – *Wilderness -- Proposed Initial Inventory – Roadless Areas and Islands Which Clearly Do Not have Wilderness Characteristics, Oregon and Washington*

Wilderness Decision Documents

- (X) August 1979 – *Wilderness Review – Initial Inventory, Final Decision on Public Lands Obviously Lacking Wilderness Characteristics and Announcement of Public Lands to be Intensively Inventoried for Wilderness Characteristics, Oregon and Washington* (green document)
- () October 1979 – *Wilderness Review – Intensive Inventory - Oregon, Proposed Decision on the Intensive Wilderness Inventory of Selected Areas* (grey document)
- () 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)

Partially of BLM unit OR-03-03-26 Wild Cat Creek; and partially of OR-03-03-12 Roostercomb.

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

- (X) 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/Malheur Resource Area

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
Partially of OR-03-03-26, Wildcat Creek	3,640	*	*	*	*
Partially of OR-03-03-12, Roostercomb	5,240	N	*	*	*
TOTAL	8,880				

*-- These criteria were not addressed during the inventory of this unit -- for OR-03-03-26 because the inventory unit did not meet size criteria, and for OR-03-03-12 because the inventory unit did not meet natural condition criteria.

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-034-067 – Roostercomb

Note 1: In February, 2004, the Vale District received from Oregon Natural Desert Association (ONDA) its evaluation of wilderness characteristics for what ONDA named its 27,828 acre ~~Roostercomb~~ 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-034-067 represents only a portion of ONDA’s proposal. ONDA’s proposal includes basically a portion each of two 1970’s BLM inventory units (OR-03-03-26 and OR-03-03-12). Along with OR-034-067, ONDA’s proposed WSA is composed of BLM’s current wilderness characteristic Inventory maintenance units OR-034-066, OR-034-067 and OR-034-068.

For BLM unit OR-034-067, differences between BLM and ONDA regarding inventory unit boundary features are that, unlike ONDA’s proposal, BLM concludes that BLM routes 034-RT22 (including ONDA’s route MN7f), 034-RT23 (ONDA’s routes MN7d and MN14d), and 034-RT24 (ONDA’s route MN13a) are roads; not what ONDA identifies for each of these as a vehicular ~~way~~” [i.e., motorized primitive trail – MPT)]. Refer to each of the three associated BLM Road Analysis forms, BLM Photo Points Map/Log and associated photos of this BLM inventory unit for additional documentation on these 3 routes. This information is located in this inventory unit’s hard copy and electronic files.

Note 2: BLM has documented two other routes associated with this inventory unit (34-RT31 and 7319-00) with completed Road Analysis forms, BLM Photo Points Map/Log and associated photos. These, too, are located in this inventory unit’s hard copy and electronic files.

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 the associated Map 1 of this inventory unit for its location. The unit has 9,419 acres of public land. The unit’s consists of a portion each of two late 1970’s BLM inventory units: 3-OR-03-03-26 (Wildcat Creek) and OR-03-03-12 (Roostercomb). This is a result of a change in route status since the late 1970’s of 7319-0-00 from a road to a motorized primitive trail (MPT) and of refinement of the south boundary of this current OR-034-067 unit (see also Road Analysis forms for routes 7319-0-00 and 034-RT31, located in this inventory unit’s hard copy and electronic files). BLM does not foresee need for mechanical maintenance of 7319-0-00 during the long term, and with no apparent maintenance having been performed for an unknown but extended

period of time since BLM conducted its late 1970's wilderness characteristics inventory. Presently, for connective access from the south to and through BLM road 034-RT24, present travel is available via County road 3778 crossing public and State lands, thus travel of 7319-0-00 from the north is not used on a relatively regular and continuous basis.

Boundaries of OR-034-067 consist of a ROW associated with County road 585 (Crowley Road), private and State land parcels, and 4 other BLM-determined roads: 034-RT 22, 034-RT 23, 034-RT 24, and 034-RT 31. Two other boundary features are the cherry-stem road to Littlefield Reservoir and the reservoir, itself (to its high water storage level). The boundary roads receive mechanical maintenance if needed to ensure their ability to provide for relatively regular and continuous use.

2. Is the unit in a natural condition?

Yes X No N/A

Description: The unit's terrain consists predominately of mildly sloping terrain of many small drainage channels flowing predominately northeast (in the unit's northwest sector) or east from a low-profiled north-south trending ridge located both within and outside of the unit. Elevations range from 4,311 to 5,165 feet; the highest point is associated with the sharply sloped and narrow Roostercomb ridge feature, located on or near the unit's far west and southwest boundaries. A small segment of the more apparent Skull Creek traverses the northwestern extent of the unit. Vegetation is native and non-native grasses and sagebrush. All but the northwest sector of the unit is within the Cold Springs Wild Horse Herd Management Area. By 1971 congressional mandate wild horses are an integral part of the natural system of the public lands, to be protected from capture, branding, harassment or death.

Refer to this unit's associated Map 1 and Map 2 for human imprints. They include 4.2 miles of rangeland fence, 6.4 miles of 4 MPT's, and 2 earthen reservoirs. Barely distinguishable, widely distributed segments of some abandoned motorized vehicle routes are within the unit (two of them are depicted on Map 1 or Map 2). There remains no visually contrasting evidence of a 1970 vegetation treatment in the approximate east half of the unit. Due to the type and limited number of developments within the unit, when considered individually or collectively, the unit appears to be affected primarily by the forces of nature with human imprints substantially unnoticeable to the average visitor.

ONDA states that juniper and mountain mahogany can be found throughout its proposed Roostercomb Proposed WSA. BLM notes that these species are limited to the northern reaches of BLM inventory unit OR-034-068; there is no apparent presence of them within OR-034-067. ONDA identifies just 2 (MN11b/MN11c—alias 7319-0-00 -- and MN12) of the 4 known MPTs of this BLM unit, makes no mention of fences and mentions the presence of but not the number of earthen reservoirs within its proposed WSA while concluding that it appears affected primarily by the forces of nature with the imprint of man's work substantially unnoticeable. For comparative reference of human imprints, refer to this BLM unit's associated Map 1 and Map 2 and narrative and to ONDA's

proposal map and narrative, all located in this unit’s inventory file folder. BLM makes no determination of wilderness characteristics associated with ONDA’s proposed WSA.

3. Does the unit have outstanding opportunities for solitude?

Yes _____ No X N/A _____

Description: The low profiled vegetation within the unit does not offer sufficient screening between visitors to provide for outstanding opportunities for solitude. Much of the unit’s configuration allows for a visitor to experience a sense being isolated, although the southeast sector and some of the unit’s southwest area adversely affects the experience due to its narrow configuration in these locations. Except for the sharp rise of the Roostercomb Ridge feature, itself, the gentle topography within the unit – while offering some settings where a visitor can experience a sense of being isolated – does not have sufficient relief and/or complexity of directional diversity of its predominately shallow drainages to provide areas or settings for outstanding opportunities for solitude. If that portion of the Roostercomb Ridge located within the unit was more distant from the unit’s boundary than what it is, opportunities for solitude associated with this feature would be further enhanced; however, its close proximity and orientation relative to the unit’s west and southwest boundaries precludes outstanding opportunities from being present. The unit does not have outstanding opportunities for solitude.

ONDA states there is an outstanding sense of seclusion within its much larger Roostercombs proposed WSA, due to its “immensity” and noting that varied terrain features provide for topographic screening between visitors. BLM makes no finding regarding opportunities for solitude within ONDA’s proposed WSA as a whole while acknowledging that such properties associated with a substantially larger area than is OR-034-067 may more so provide for increased opportunities for visitors to experience outstanding opportunities for solitude.

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

Yes _____ No X N/A _____

Description: Dispersed recreation activities include hunting of common game species (primarily deer, chukar and pronghorn), hiking, photography and general sightseeing. Wild horse viewing opportunities within the Cold Springs Wild Horse Management Area exist, but the viewing opportunities are not outstanding because they are commonly available on public lands locations throughout (but not limited to) eastern Oregon. Their presence within the unit is acknowledged as a supplemental wilderness value. While the other stated activities are representative of unconfined types of recreation, there are no unique or special features, attractions or attributes within the unit which would otherwise enhance or elevate the quality of primitive types of outdoor recreation activities to be considered outstanding. Respectively, individually or in combination, these recreation activities within the unit do not provide outstanding opportunities for primitive and unconfined recreation.

ONDA states its much larger Roostercombs proposed WSA offers outstanding opportunities for backpacking, hiking, sightseeing, photography and hunting, and adds that minerals within the proposed WSA provide for outstanding geological exploration. BLM makes no finding of these opportunities relative to ONDA's proposed WSA as a whole while concurring that some of the same opportunities exist within OR-034-067; however, none which are outstanding within this BLM unit for reasons provided above.

5. Does the unit have supplemental values?

Yes X No N/A

Description: BLM has documented an area of *Eriogomun chrysops*, bitterroot buckwheat, a BLM special status plant species, and a sage grouse lek, a BLM special status animal species. Wild horses, as a supplemental wilderness value, occupy public lands within inventory unit of the substantially larger Cold Springs Wild Horse Management Area.

ONDA's states that its proposed Roostercombs WSA ~~may~~ also be home to Mojave Black-collared Lizard, Desert Horned Lizard, Ground Snake, 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 in Oregon". As of 2009, the Ground Snake and White-tailed Antelope Squirrel were not considered sensitive by Oregon Department of Fish and Wildlife, BLM, or U.S. Fish and Wildlife Service. BLM has documented the occurrence of the Mojave Black-collard Lizard and Desert horned Lizard within this proposed unit. BLM acknowledges that habitat requirements may exist for the Ground Snake, 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-034-067 — Roostercomb

Summary Results of Analysis:




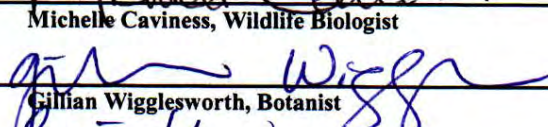
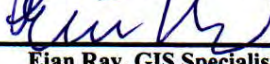
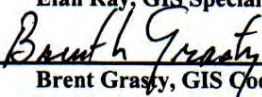
- 1. Does the area meet any of the size requirements? Yes No
- 2. Does the area appear to be natural? Yes No
- 3. Does the area offer outstanding opportunities for solitude or a primitive and unconfined type of recreation? Yes No NA
- 4. Does the area have supplemental values? Yes No NA

Conclusion -- check one:

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

Prepared by: 
Robert Alward, Wilderness Planner, contractor

Team Members:

<u></u>	<u>12-6-2010</u>
Steve Christensen, Rangeland Management Specialist	Date
<u></u>	<u>11/8/10</u>
Dave Draheim, Outdoor Recreation Planner	Date
<u></u>	<u>12/6/10</u>
Michelle Caviness, Wildlife Biologist	Date
<u></u>	<u>12/6/10</u>
Gillian Wigglesworth, Botanist	Date
<u></u>	<u>12-6-10</u>
Eian Ray, GIS Specialist, contractor	Date
<u></u>	<u>12/9/10</u>
Brent Grasy, GIS Coordinator	Date

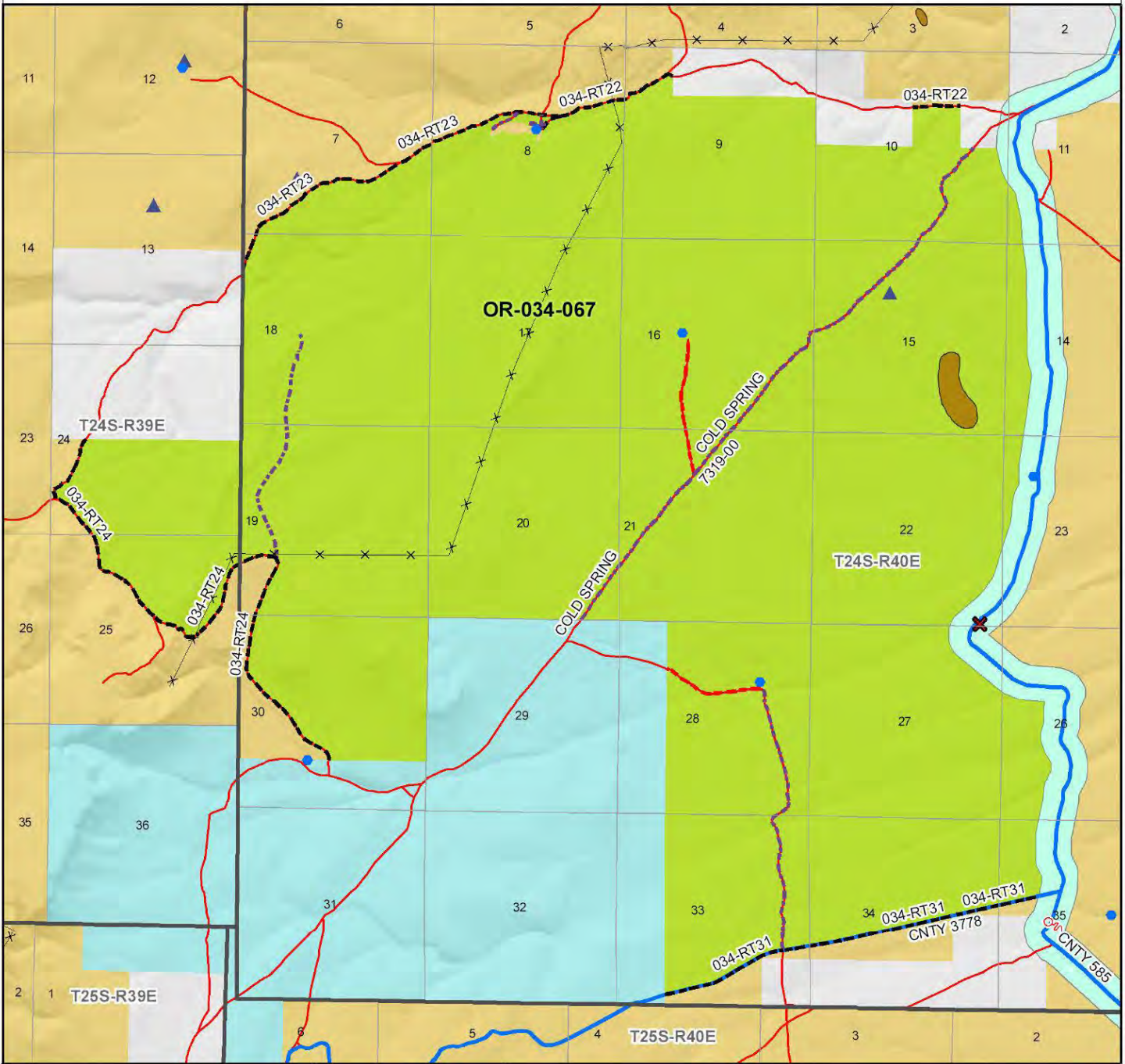
Approved by:

 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.

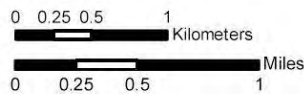
Wilderness Characteristics - Overview

Roostercomb - OR-034-067 - Map 1 of 2



Legend

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



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

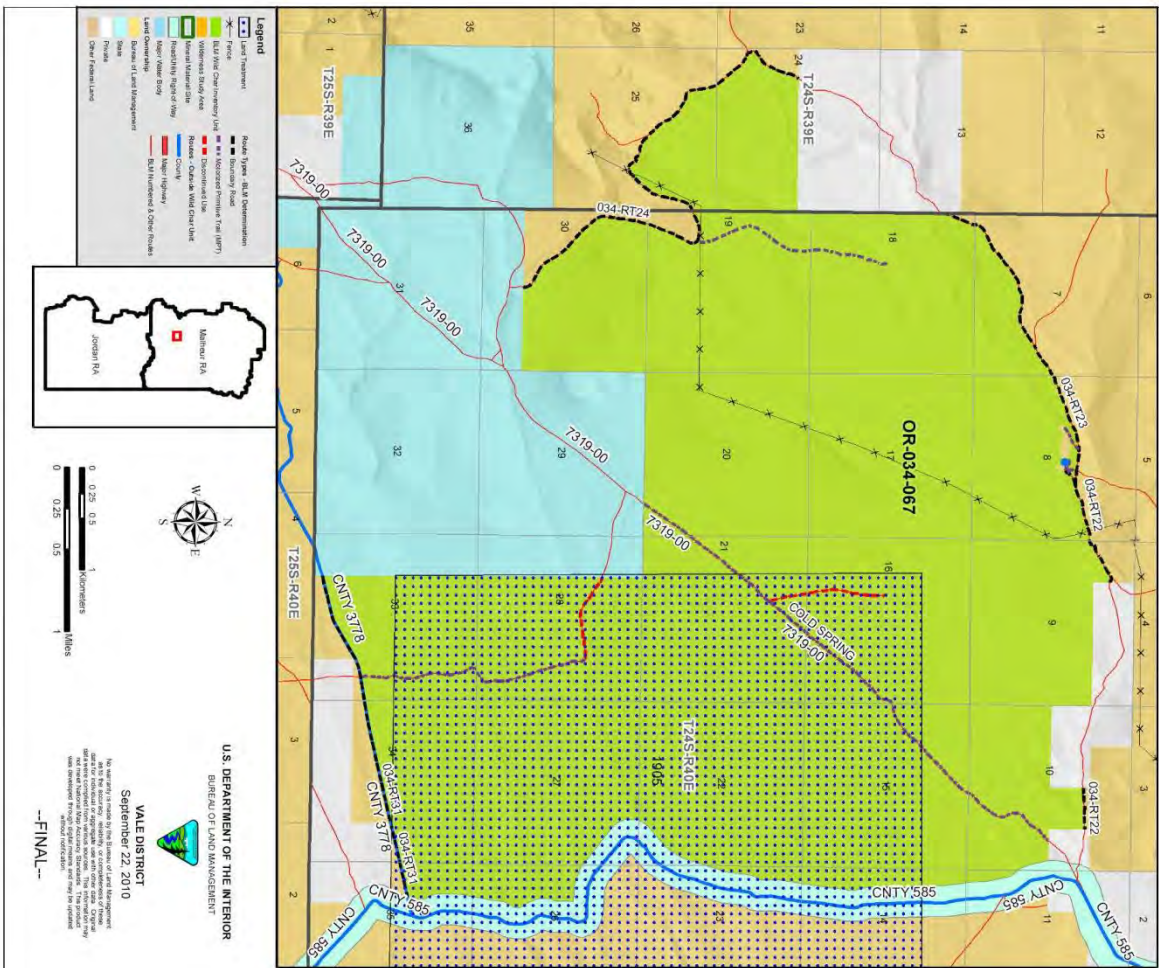


VALE DISTRICT
September 22, 2010

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 Roostercomb - OR-034-067 - Map 2 of 2



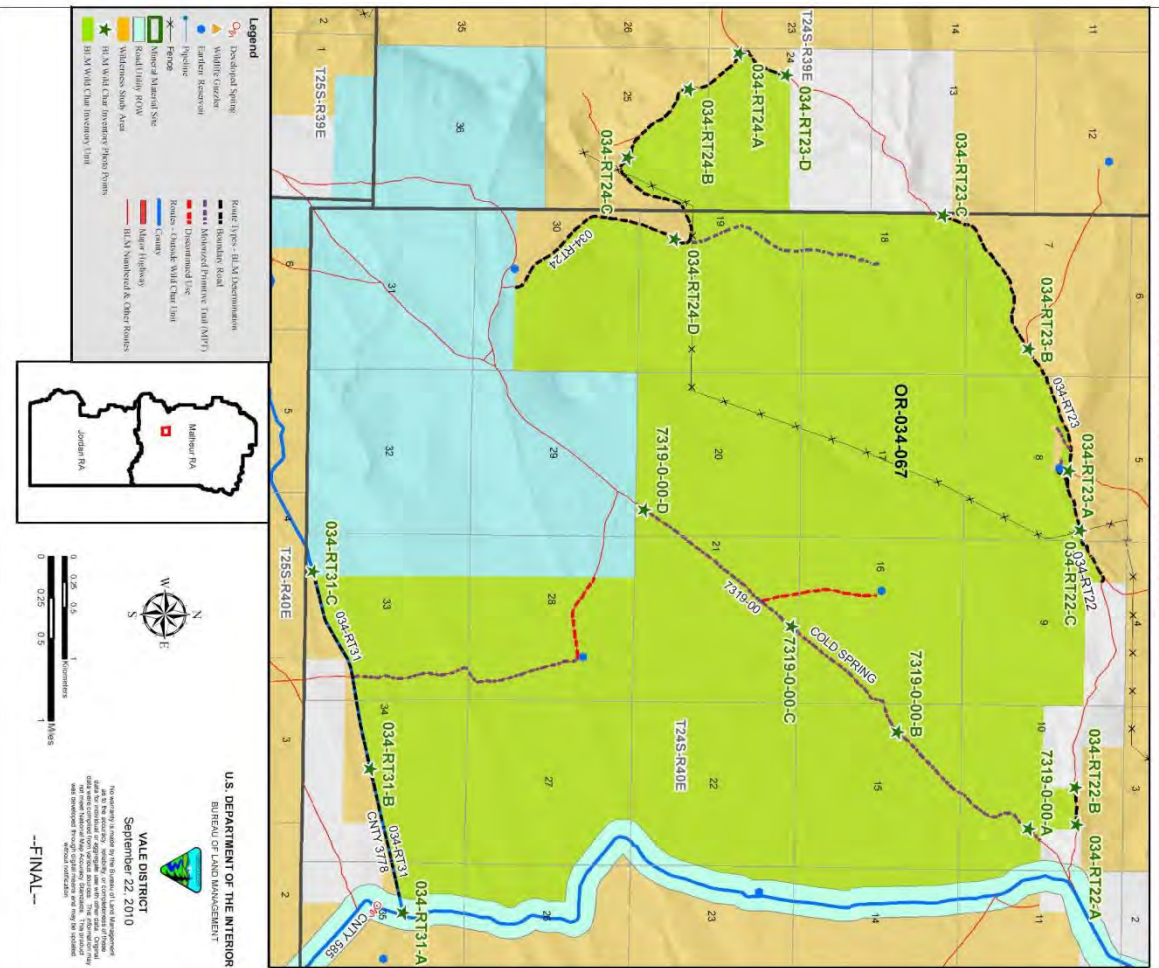
Wilderness Characteristics - Land Treatments Roostercomb - OR-034-067 - Map 2 of 2

OBJECTID*	NAME	TREATMENT TYPE	SEED GROUP	DATE
1905	WILDCAT BRUSH CONTROL	Chemical Treatment	Not Applicable	1970

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
September 22, 2010
--FINAL--

Wilderness Characteristics - BLM Photo Points
Roostercomb - OR-034-067



Wilderness Characteristics - BLM Photo Points
Roostercomb - OR-034-067

PHOTO_LOCATION*	DIRECTION	PHOTO_TYPE	PHOTO_DATE	COMMENTS
034-RT22-A	W	Route	20080825	Start of Route
034-RT22-A	E	Route	20080825	Fence, easily passable.
034-RT22-B	E	Route	20080825	Cows
034-RT22-B	SE	Route	20080825	Cows
034-RT22-C	E	Route	20080825	Route & fence gate
034-RT22-C	W	Route	20080825	Flat routes
034-RT23-A	W	Route	20080825	Start of route, flat, passable
034-RT23-A	E	Route	20080825	Start of route, flat, passable
034-RT23-B	E	Route	20080825	Flat, easily passable
034-RT23-B	W	Route	20080825	Flat, easily passable
034-RT23-C	NE	Route	20080825	Route on Public land
034-RT23-C	SW	Route	20080825	At private land boundary
034-RT24-A	SE	Route	20080825	Start of route.
034-RT24-A	NW	Route	20080825	no sign of maintenance
034-RT24-B	S	Route	20080825	Flat, easily passable
034-RT24-B	N	Route	20080825	Flat, easily passable
034-RT24-C	S	Route	20080825	Gravel
034-RT24-C	N	Route	20080825	Berms
034-RT24-D	S	Route	20080825	no sign of maintenance
034-RT24-D	N	Route	20080825	no sign of maintenance
034-RT23-D	S	Route	20080825	Route on public land
034-RT23-D	N	Route	20080825	At private land boundary
034-RT31-A	W	Route	20081027	front, beginning of 034-RT31
034-RT31-A	E	Route	20081027	back, beginning 034-RT31
034-RT31-B	W	Route	20081027	front
034-RT31-B	E	Route	20081027	back
034-RT31-C	SW	Route	20081027	front
034-RT31-C	SE	Route	20081027	back
034-RT31-C	SW	Route	20081027	front
034-RT31-C	SE	Route	20081027	back
7319-0-00-A	NE	Route	20081027	front
7319-0-00-B	NE	Route	20081027	back
7319-0-00-C	NE	Route	20081027	front
7319-0-00-C	SW	Route	20081027	back
7319-0-00-D	NE	Route	20081027	front, end of re 7319-0-00
7319-0-00-D	SW	Route	20081027	back

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-RT22-A-E.JPG



034-RT22-A-W.JPG



034-RT22-B-E.JPG



034-RT22-B-SE.JPG



034-RT22-C-E.JPG



034-RT22-C-W.JPG



034-RT23-A-E.JPG



034-RT23-A-W.JPG



034-RT23-B-E.JPG



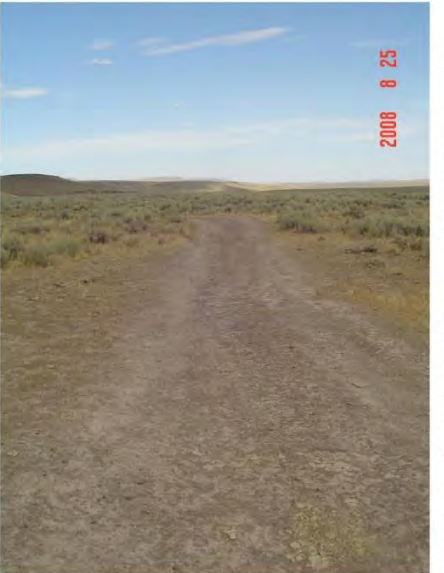
034-RT23-B-W.JPG



034-RT23-D-N.JPG



034-RT24-A-SE.JPG



034-RT23-C-NE.JPG



034-RT23-D-S.JPG



034-RT24-B-N.JPG



034-RT23-C-SW.JPG



034-RT24-A-NW.JPG



034-RT24-B-S.JPG



034-RT24-C-N.JPG



034-RT24-D-S.JPG



034-RT31-B-E.JPG



034-RT24-C-S.JPG



034-RT31-A-E.JPG



034-RT31-B-W.JPG



034-RT24-D-N.JPG



034-RT31-A-W.JPG



034-RT31-C-E.JPG



034-RT31-C-SW.JPG



7319-0-00-B-NE.JPG



7319-0-00-C-SW.JPG



7319-0-00-A-NE.JPG



7319-0-00-B-SW.JPG



7319-0-00-D-NE.JPG



7319-0-00-A-SW.JPG



7319-0-00-C-NE.JPG



7319-0-00-D-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-34-067 – Roostercomb

NOTE: This unit is affected by ONDA’s –Roostercomb proposed WSA”.

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

034-RT 22

(It is ONDA’s route MN7f – which it identifies as a vehicular –way” [i.e., motorized primitive trail -- MPT] -- along with a route segment in section 10 [between the 2 private parcels] which ONDA does not address.)

I. LOCATION: Refer to attached map. It is a portion of this BLM unit’s north boundary route, which borders neighbor BLM unit OR-034-066, Skull Springs Reservoir. **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 /S/Wilderness Characteristics/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: In section 10, the route provides access across public lands between 2 private land parcels and serves as a primary access route (from the Crowley Road) for the fishing/camping public at Littlefield Reservoir (located on public land at the west-most terminus of this route – where it junctions with the routes 034-RT23 [a BLM-determined road] and 034-RT21 [a BLM-determined MPT]). The route is also traveled by hunters, and by permittees and BLM to monitor and administer livestock operations on public lands in the greater area.

III. ROAD RIGHT-OF-WAY:

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

Yes _____ No X Unknown _____

IV. CONSTRUCTION

Yes X No _____

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

Describe: Date of construction is unknown. There is remnant evidence of berm on the route, it typically with notable vegetative re-growth associated with it. Given the low gradient of the traversed terrain and the properties of the natural surface materials associated with the route, berms may more so be a result of route construction than of mechanic maintenance activities since the route's establishment.

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: Presently, there appears to be no visual evidence of any level or type of maintenance performed on this route, although two natural crossings of Skull Creek may have been subject to past incidental maintenance measures to support passage on the route.

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: The route is in reasonably good condition, passable with a high clearance vehicle, and vehicle travel tracks observable. So long as private land owners allow public travel across their parcels, BLM would allow for mechanical maintenance actions as needed to provide for continued travel on this route to accommodate the recreating public. Additionally, the route will continue to be used for BLM administration and monitoring of livestock operations in the greater area.

VII. 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:

Throughout the year annually, this route is traveled by the recreating public, and by livestock permittees and the BLM in support of grazing management on public lands. These uses reflect relatively regular and continuous 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: The route does meet road criteria, as described and explained above.

Evaluator(s):  Date: 3-6-2009
Steve Christensen, Range 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.

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. ~~Rlatively 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-34-067 – Roostercomb

NOTE: This unit is affected by ONDA’s –Roostercomb proposed WSA”.

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

034-RT 23

(It is a combination of ONDA’s route MN7d and MN14d – both which it identifies as a vehicular –way” [i.e., motorized primitive trail].

IX. LOCATION: Refer to attached map. It is a portion of this BLM unit’s north boundary route, which borders neighbor BLM unit OR-034-066, Skull Spring Reservoir. **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 /S/Wilderness Characteristics/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: The route is a westward extension of 034-RT-22 (a BLM determined road) which from the east provides access to a private land parcel (in sections 13 and 24, on which is an earthen reservoir with a tangent access route to it). Route 034-RT-023 also provides access to the same private land from the west, via the connector routes 7324-0-00 and 034-RT-24 (both which BLM has determined to be roads). Additionally, the route provides for access to a reservoir on public land, for travel by the hunting public, and for livestock permittees and BLM to monitor and manage livestock operations on public lands.

XI. ROAD RIGHT-OF-WAY:

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

Yes _____ No X Unknown _____

XII. CONSTRUCTION

Yes X No _____

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

Describe: Date of construction is unknown. There is remnant evidence of berm at various locations on the route; it typically with notable vegetative re-growth associated it. Given the low gradient of the traversed terrain and the properties of the natural surface materials associated with the route, berms may more so be a result of route construction than of mechanic maintenance activities since the route's establishment.

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 _____ No X

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

Explain: Presently, there appears to be no visual evidence of any level or type of maintenance performed on this route, although the low gradient of the traversed terrain and the properties of the natural surface materials associated with the route requires little if any maintenance actions to keep it passable. There is a 0.1 mile segment of this 034-RT23 route starting at its junction with 034-RT24 which is in a lesser state of use, but its presence is intended for providing through travel and connectivity with the rest of 034-RT23, which accessing the private parcel and also provides connection with 034-RT22 (located further east of the parcel).

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: The route is in reasonably good condition; overall, in about the same condition as 034-RT-22 (which BLM has determined to be road), although likely less traveled since it does not serve as the more direct route to access Littlefield Reservoir (a public fishing destination at the east terminus of this route – and at which point it continues east as 034-RT-22). The route is passable with a high clearance vehicle, and vehicle travel tracks observable. So long as the land owner allows public travel across the private parcel, BLM would allow for mechanical maintenance actions as or if needed on public land to provide for continued passable travel in support of management of livestock operations and for hunting by the general public. The route’s continued need as a connector to recognized roads it intersects or provides access to in the greater area also justifies approval of mechanical maintenance actions as or if needed.

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:

Annually, this route is traveled by hunters, and by livestock permittees and the BLM in support of grazing management on public lands. These uses reflect relatively regular and continuous use over time.

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: The route does meet road criteria, as described and explained above.

Evaluator(s): Steve Christensen **Date:** 3-6-2009
Steve Christensen, Range 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. ~~M~~**mechanical means**” – Use of hand or power machinery or tools.

c. ~~R~~**elatively 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 ~~r~~oad” 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. ~~M~~**mechanical means**” – Use of hand or power machinery or tools.

c. ~~R~~**elatively 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 ~~m~~echanical means.” Roads need not be ~~m~~aintained” on a regular basis but rather ~~m~~aintained” 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 ~~r~~oadless”.

**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-34-067 – Roostercomb

NOTE: This unit is affected by ONDA’s ~~Roostercomb~~ proposed WSA”.

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

034-RT 24

(It is ONDA’s route MN13a, which it identifies as a vehicular ~~way~~” (i.e., motorized primitive trail – MPT).

XVII. LOCATION: Refer to attached map. This route is in the southwest corner 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 /S/Wilderness Characteristics/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 route serves as a connector between 7324-0-00 (a road), 034-RT -23 (a BLM-determined road), and as the most direct and reasonable route to that portion of 7319-0-00 on a large state parcel. Additionally, 034-RT24 is one of a close network of routes which supports access for hunters and for the management of livestock within the greater area (monitoring; access to a fence and to a reservoir on public land).

XIX. ROAD RIGHT-OF-WAY:

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

Yes _____ No X Unknown _____

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

Describe: Date of construction is unknown. Past blading along the route's length is evidenced by the change in vegetation between the outside edge of the surface disturbance (an observable delineation of shrub) and approaching the interior (with nominal grass growth or fully clear of vegetation) of the current travel surface width of the route.

XXI. IMPROVEMENTSYes No

By Hand Tools _____ By Machine _____

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

Describe: The nature of the slight undulating terrain across sagebrush uplands combined with the firm nature of natural travel surface of the route dictates no need for improvements.

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: For the segment of this route abutting this BLM inventory unit, the last known mechanical maintenance (bladed) was performed in 2006.

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

Yes No

Comments: The route segment is in good condition; it is passable by a high clearance vehicle. Mechanical maintenance would be approved should it be required to keep the route passable, recognizing its purposes as a relevant connector for other routes in its proximity (the 2 on public lands have been determined by BLM to be roads) and to provide the most direct and reasonable access to state land from 7324-0-00.

XXIII. 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:

Multiple tracking of passing vehicles is evident on the route's travel surface. Recognizing its role of connectivity with nearby routes and why those routes are traveled, this route will continue to be traveled on a relatively regular basis over time.

XXIV. 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: The route does meet road criteria, as described and explained above. (Note: Mechanical maintenance has been performed since ONDA's submission of its proposed WSA to BLM in 2004).

Evaluator(s):



Steve Christensen, Range Management Specialist

Date:

 3-6-2009

* **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~~”.

**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-034-067 – Roostercomb

NOTE: This unit is affected by ONDA’s ~~Roostercomb~~ proposed WSA”.

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

034-RT-31

(It is ONDA’s un-numbered vehicular ~~way~~” [i.e. motorized primitive trail – MPT]) on ONDA’s map and which is depicted as a boundary route for its proposed Roostercomb WSA. In ONDA’s Photo Log for its WSA, photo RB081’s narrative in the form infers this route is ONDA’s MN19 route, which on the form identifies the route as a road. There is no reference to a MN19 route on ONDA’s Road Log form for its proposed WSA.)

XXV. LOCATION: See attached map. Is the south route 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 /S/Wilderness Characteristics/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 route is an east-west oriented primary connector route connecting public and private lands between the Crowley Road (CNTY 585) east-southeast to County road 3778. It has replaced much of the paralleling 7319-0-00 route segment located north of this route. It also avails access to an earthen reservoir within this BLM inventory unit and to 2 reservoirs south of it.

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 _____ Roadside
Berms X Cut/Fill _____ Other _____

Describe: Date of construction is unknown. Old berms on the outer width of disturbance of this route have heavy vegetation (sagebrush and grasses).

XXIX. IMPROVEMENTS

Yes _____ No X

By Hand Tools _____ By Machine _____

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

Describe: The terrain this route traverses is nearly flat across expansive sagebrush habitat. Thus improvements are not needed.

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: The route has recently (within approximately 2 years) been bladed, with fresh evidence of berm along its length within the route's outer width of disturbance. Smoothly graded travel surface.

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: The route is in very good condition. As a primary connector route between primary roads, mechanical maintenance would continue to be allowed across the public land as needed to provide for continuous use over time.

XXXI. REGULAR AND CONTINUOUS USE:

Yes No

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

There is obvious visually evidence of multiple tracking on the route. This route is traveled on a relatively regular basis in a continuous manner 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

Explanation: The route meets road criteria, as described and explained above.

Evaluator(s):  Date: 4/06/09
David Draheim, Outdoor Recreation Planner

* **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. ~~M~~mechanical means" – Use of hand or power machinery or tools.

c. ~~R~~elatively 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-034-067 – Roostercomb

NOTE: This unit is affected by ONDA’s –Roostercomb proposed WSA”.

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

7319-0-00

(It is ONDA’s combination of its MN11b and MN11c routes across public lands of its proposed WSA, both which are identified as a vehicular –way” (i.e., motorized primitive trail – MPT.)

XXXII. LOCATION: See attached map. Is a route traversing diagonally across 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 /S/Wilderness Characteristics/Citizen Proposals.

XXXIII. 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: Sometime in the past, this route served as the primary route to a large state parcel from the Crowley Road (County 585) where it junctions with the Skull Springs Road (what, on BLM is 034-RT 22). Presently, route 034-RT 31 located further south (determined by BLM to be a road), serves as the primary route for the same purpose; this route serves now as a secondary or alternate route for this purpose. Route 7319-0-00 avails access to an earthen and is traveled by various public land users, including but not limited to recreationists, primarily hunters.

XXXIV. ROAD RIGHT-OF-WAY:

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

Yes _____ No X Unknown _____

XXXV. CONSTRUCTION

Yes X No _____

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

Describe: Date of construction is unknown. Dispersed evidence of berm remain at scattered locations along the route, the entire route's outer edge is now heavily vegetated with sagebrush and grasses. Larger rocks have been pushed to the side at certain locations, likely at the time of construction.

XXXVI. IMPROVEMENTS

Yes _____ No X _____

By Hand Tools _____ By Machine _____

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

Describe: Nature of the generally flat terrain across sagebrush uplands and firm materials on the route's travel surface dictate no need for improvements.

XXXVII. 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 is no evidence of mechanical maintenance along this route. The center of the travel surface has a mix of established grasses and low-profiled sagebrush, giving the route the appearance of a "two-track".

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: The route is in fair condition, passable by a high clearance vehicle. With this route now replaced by 034-RT 31 as the primary route to access the large state parcel from Crowley Road, maintenance of this route would no longer be performed to insure it being passable. Access by heavy equipment to maintain the reservoir does not require mechanical maintenance of this route. The present evidence of repeated passage by other vehicles serves sufficiently for providing continued access over time for the recreating public.

XXXVIII. 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:

The extent of repeated passage of vehicles, evidenced by no vegetation within the traveled two tracks, is evidence of relatively regular use, and which is expected to continue 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.

Evaluator(s):  **Date:** 4/06/09
David Draheim, Outdoor Recreation Planner

* **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. —~~M~~**echanical means**” – Use of hand or power machinery or tools.

c. —~~R~~**elatively 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 ~~r~~oad” 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 ~~r~~oadless’ 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. ~~I~~**mproved and maintained**” – Actions taken physically by people to keep the road open to vehicle traffic. ~~I~~mproved” does not necessarily mean formal construction. ~~M~~aintained” does not necessarily mean annual maintenance.

b. —~~M~~**echanical means**” – Use of hand or power machinery or tools.

c. —~~R~~**elatively 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 ~~m~~echanical means.” Roads need not be ~~m~~aintained” on a regular basis but rather ~~m~~aintained” 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 ~~r~~oadless”.