

Wilderness Inventory Unit Index of Documents  
**Rye Grass OR-036-020, 32 total pages**

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**Prepared by:**  
**U.S. Department of the Interior**  
**Bureau of Land Management**  
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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, photos). Evaluate any submitted citizen information regarding the validity of proposed boundaries of the unit(s), the existence of roads and other boundary features, the size of the unit(s), and the presence or absence of wilderness characteristics based on relevant information available in the office (prior BLM inventories, ID team knowledge, aerial photographs, field observations, maps, etc.)

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

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

**Year:** 2011      **Unit Number/Name:** OR-036-020 -- Rye Grass

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

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

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

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

**Wilderness Inventories**

- (X) 1978 – BLM Wilderness Inventory Unit OR-03-08-05 Rye Grass 3-113 (unpublished BLM documents stored in Vale District case files)
- (X) April 1979 – *Wilderness -- Proposed Initial Inventory – Roadless Areas and Islands Which Clearly Do Not have Wilderness Characteristics, Oregon and Washington*

**Wilderness Decision Documents**

- (X) August 1979 – *Wilderness Review – Initial Inventory, Final Decision on Public Lands Obviously Lacking Wilderness Characteristics and Announcement of Public Lands to be Intensively Inventoried for Wilderness Characteristics, Oregon and Washington* (green document)
- (X) October 1979 – *Wilderness Review – Intensive Inventory - Oregon, Proposed Decision on the Intensive Wilderness Inventory of Selected Areas* (grey document).
- (X) March 1980 – *Wilderness Review – Intensive Inventory; Final Decisions on 30 Selected Units in Southeast Oregon and Proposed Decisions on Other Intensively Inventoried Units in Oregon and Washington* (orange document)
- (X) November 1980 - *Wilderness Inventory – Oregon and Washington, Final Intensive Inventory Decisions* (brown document)
- ( ) November 1981 *Stateline Intensive Wilderness Inventory Final Decision, Oregon, Idaho, Nevada, Utah* (tan document).

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

BLM OR-03-08-05 Rye Grass 3-113

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

- 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

Jordan Field Office

**2. BLM Inventory Findings on Record**

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

**Inventory Source:** See above.

<b>Unit# / Name</b>	<b>Size (historic acres)</b>	<b>Natural Condition? Y/N</b>	<b>Outstanding Solitude? Y/N</b>	<b>Outstanding Primitive &amp; Unconfined Recreation? Y/N</b>	<b>Supplemental Values? Y/N</b>
3-113 Rye Grass OR-03-08-05	21,300	Y	N	N	Y
<b>TOTAL</b>	21,300				

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

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

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

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

**Unit Name and Number:** OR-036-020 -- Rye Grass

**Note:** In February, 2004, the Vale District received from Oregon Natural Desert Association (ONDA) its evaluation of wilderness characteristics for the Association's 66,825 acre "Saddle Butte Proposed WSA Addition". 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.

The boundaries of this BLM unit OR-036-020 and ONDA's proposed WSA addition are different. Basically, ONDA's proposal consists of this BLM inventory unit plus BLM unit OR-036-019 (Scotts Butte). Variances between BLM and ONDA regarding inventory unit boundary features are that, unlike ONDA's proposal, BLM concludes that ONDA's vehicle routes SB2a and SB2b combined is BLM Road 7337-0-00 and serves as the eastern boundary of OR-036-020. Additionally, ONDA states its SB7 route (BLM Road 036-RT2) is not a road (thus making the adjacent Saddle Butte WSA (OR-3-111) contiguous with the Association's WSA Addition proposal) and does meet the definition of road (see size criteria, below, for additional information). Refer to the attached three Road Analysis forms for additional documentation. An attachment to this Form 2 identifies any variances of motorized vehicle routes between ONDA's and BLM's findings.

**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 attached Map 1 for the inventory unit's location. The boundaries of the 20,361 acre unit is the same as identified in the BLM 1970's inventory except at the extreme western tip of the unit. An existing route at the time of the 1978-1980 initial inventory process has been upgraded to a road. Therefore an area comprised of less than 20 acres is no longer included within the boundaries of this unit. The unit's north boundary is the locally named Iron Mountain Road (Road 036-RT1) which extends from the ROW of State Highway 78 eastward to private parcel and then to Road 036-RT2 that connects with County Road 790 traversing public lands in a southeasterly direction and separates the inventory unit from the adjacent Saddle Butte WSA (OR-3-111). The unit's southwestern boundary is the ROW of Highway 78. The unit's eastern boundary (from State Highway 78 to it junctions with County Road 790 and Road 036-RT2) is BLM Road 7337-0-00 traversing public lands. Various surface disturbances within the width of the highway ROW (e.g., salable mineral material sites, road gravel storage sites, pole

lines and an earthen reservoir) are not within the unit. The unit's boundary roads receive mechanical maintenance as needed to keep them passable for regular and seasonal use.

ONDA states that its SB7 route which presently defines the boundary of the adjacent Saddle Butte WSA (OR-3-111) is no longer a road, thus making its proposed WSA Addition contiguous with the WSA. In 2006, this road was bladed in support of wild fire suppression activities, and this road's 6.0 mile length along OR-036-020 will continue to be maintained as needed to provide for regular and seasonal use. ONDA states its SB2a and SB2b routes (which together constitute the eastern boundary of BLM's OR-036-020) do not meet the definition of road. The attached two Road Analysis forms support BLM's determination that ONDA's described routes meet the road definition satisfactorily.

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

Yes  No  N/A

**Description:** The unit's natural appearance remains much as it did during BLM's late 1970's wilderness characteristics inventory. The unit is dominated by a portion of the larger low-profiled Saddle Butte lava field, typified within this inventory unit by a rolling, vegetated terrain with widely dispersed lava outcrops. Elevations range from 4,646 feet in the unit's northwest area to 4,100 feet in its southwest corner. The dominate vegetation consists of low sagebrush and bunchgrass species and cheatgrass.

Refer to the attached map for human imprints in the unit. They constitute a total of 8.5 miles of 10 motorized primitive trails, 5.5 miles of fence line, a few rock constructed shepherd markers, a portion of the 847 acre Palomino Playa ACEC/RNA that contains a special status plant (*Lepidium davisii* - Davis' peppergrass), and a portion of the 7,056 acre Saddle Butte ACEC that contains special status western big-eared bats and associated habitat as well as the leading edge of a high-quality lava tube and the Coyote Trap Cave. The unit appears to be affected primarily by the forces of nature with the imprint of humans substantially unnoticeable to the average visitor.

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

Yes  No  N/A

**Description:** Closest to and paralleling the highway the unit's greatest length is about 14 miles and narrows to 7 miles along its northeastern boundary adjacent to the WSA. Pinched down to less than a mile near its two western corners, the unit's width through its central area is about 5 miles. Much of the unit's configuration and its size combined with the generally broken nature of the lava field provides for a good sense of solitude. However, the dominating low topographic profile of the mostly gradually sloped terrain

in the unit, combined with the lack of any substantive vegetation to provide for screening, precludes opportunities for solitude from being outstanding.

ONDA states that its Saddle Butte proposed WSA Addition provides outstanding opportunities for solitude on the premise that “lava mounds which provide texture in topography and visual screening”, and that the area takes on the outstanding solitude opportunities associated with the Saddle Buttes WSA. While such “mounds”, where present, may aid in providing for a sense of solitude within OR-036-020, their nature – independently or in combination with other factors for providing solitude – do not offer outstanding solitude opportunities within the unit. BLM’s determination that the area is not contiguous with the WSA precludes considering shared solitude opportunities. Also, BLM’s inventory unit is not as expansive as ONDA’s proposed WSA addition. Given the size and overall features of ONDA’s proposal, it may provide for outstanding opportunities for solitude, although BLM takes no position on its own or on ONDA’s conclusion regarding this wilderness value for ONDA’s unit, considering the notable variance between ONDA and BLM of what constitutes a wilderness characteristic inventory unit for the area.

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

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

**Description:** The unit avails itself primarily to horseback riding and day and overnight hiking. The very site-specific Coyote Trap Cave, a BLM-determined significant cave resource within the inventory unit due, in part, for its recreational caving opportunities, somewhat enhances a primitive and unconfined recreation experience. Other than the single cave, the unit does not harbor unique or special natural resource amenities to attract a visitor who is seeking an outstanding primitive and unconfined recreation experience. The recreational value identified with the cave is not sufficient to conclude that the inventory unit -- as a partial or entire entity -- possesses outstanding opportunities for primitive and unconfined recreation. Individually or in combination, the dispersed recreation activities within the unit’s setting do not constitute outstanding primitive and unconfined recreation opportunities. The unit constitutes approximately 8 percent of the expansive (192,524 acre) Sand Springs Wild Horse Herd Management Area. Although a less common and interesting experience, viewing wild horses is not an outstanding opportunity for a primitive and unconfined recreation experience. The presence of wild horses would be a supplemental value associated with the inventory unit.

ONDA states its proposed WSA addition provides for outstanding wildlife watching and geological exploration. One of the wildlife referenced is the presence of wild horses; refer to the above paragraph. While expansive in area relative to the inventory unit’s size, this portion of the notably larger Saddle Butte lava field does not exhibit unique or special attributes –individually or collectively -- so to attract visitors seeking an outstanding opportunity for a primitive and unconfined recreation experience. ONDA also list four Oregon sensitive wildlife species that may inhabit the unit. Please refer to the



Supplemental Vales section below. Geological exploration would be a supplemental scientific and/or educational value associated with the unit.

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

Yes   X   No        N/A       

**Description:** The unit contains portions of the Palomino Playa Research Natural Area and the Saddle Butte Area of Critical Environmental Concern. The 847 acre Palomino Playa ACEC/RNA contains the special status plant *Lepidium davisii* - Davis' peppergrass and is located along the southern half of Road 7337-0-00. The unit also contains the Coyote Trap Cave and the leading edge of a lava tube that is part of the 7,056 acre Saddle Butte Area of Critical Environmental Concern located along BLM Road 036-RT2. The ACEC contains habitat for the special status western big-eared bat. BLM has documented 1 sage grouse lek within the unit. The bird is a BLM special status animal species. The entire unit is also a portion of the larger Sand Springs Horse Management Area (HMA). The HMA is an area containing habitat for and management of wild horse herds.

ONDA states that its proposed Saddle Butte Proposed WSA Addition may provide habitat for the Ferruginous Hawk, Pygmy Rabbit, White-tailed Antelope Squirrel and the Mojave Black-collared Lizard that are all “sensitive species” by the State of Oregon. BLM recognizes – at this point in time-- the Pygmy Rabbit as a BLM special status animal species and acknowledges that habitat requirements may exist for the Ferruginous Hawk, the White-tailed Antelope Squirrel and the Mojave Black-collared Lizard however, neither ONDA nor any other entity has provided BLM official documentation of the presence of these mentioned species, or of the Pygmy Rabbit, in the inventory unit.

**Summary of Findings and Conclusion**

**Unit Name and Number:** OR-036-020 --Rye Grass

**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:** Jack R Wenderoth 4-5-11  
Jack Wenderoth, Planning Contractor

**Team Members:**

<u>Aimee Huff</u> Aimee Huff, Rangeland Management Specialist	<u>4/5/2011</u> Date
<u>Eian Ray</u> Eian Ray, GIS Specialist, Contractor	<u>4-5-11</u> Date
<u>Garth R. Ross</u> Garth Ross, Wildlife Biologist	<u>4/5/2011</u> Date
<u>Brent Grasty</u> Brent Grasty, GIS Coordinator	<u>4/5/11</u> Date

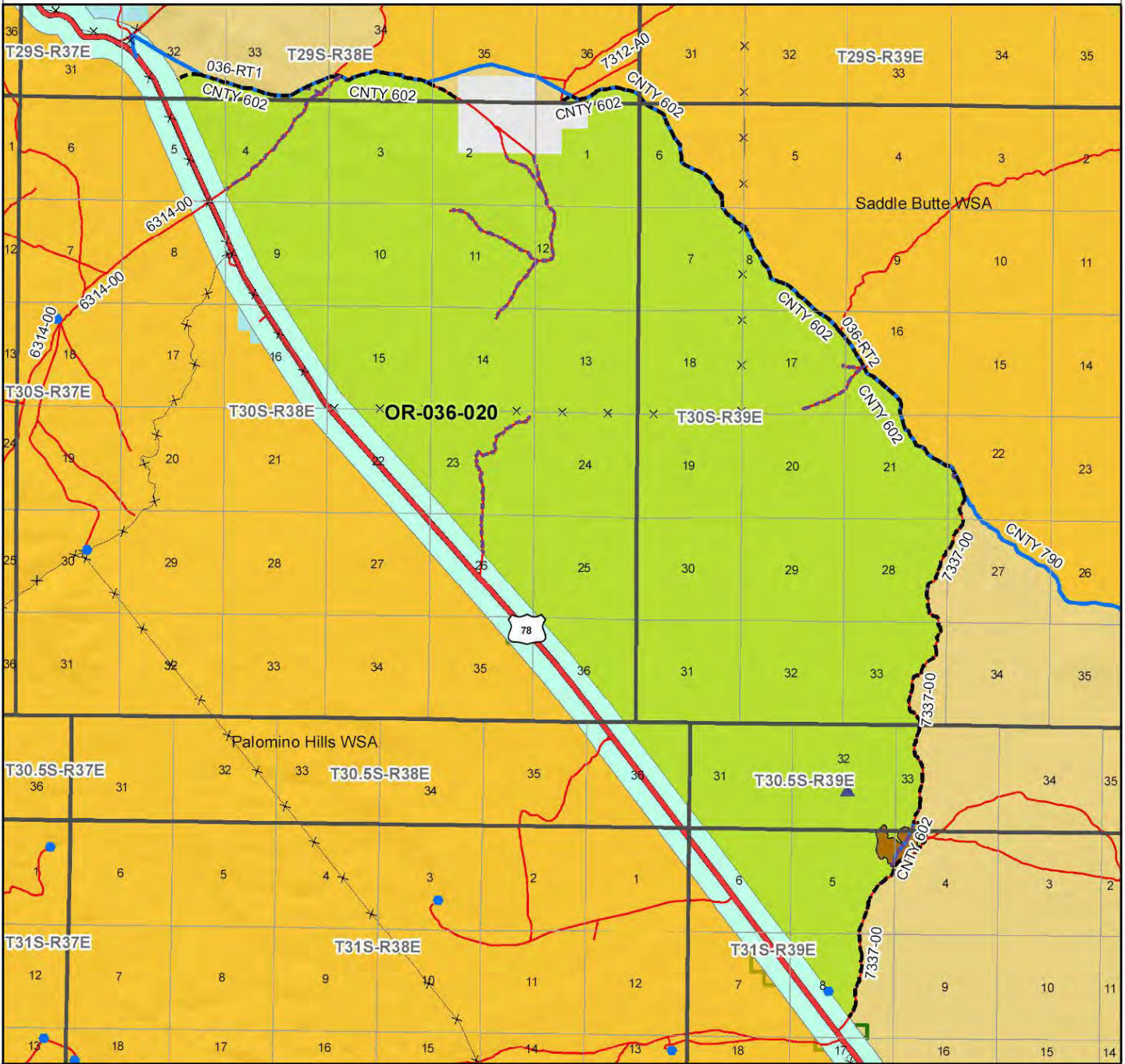
**Approved by:**

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

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

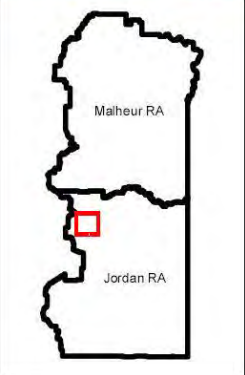
# Wilderness Characteristics - Overview

## Rye Grass - OR-036-020 - Map 1 of 1



**Legend**

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



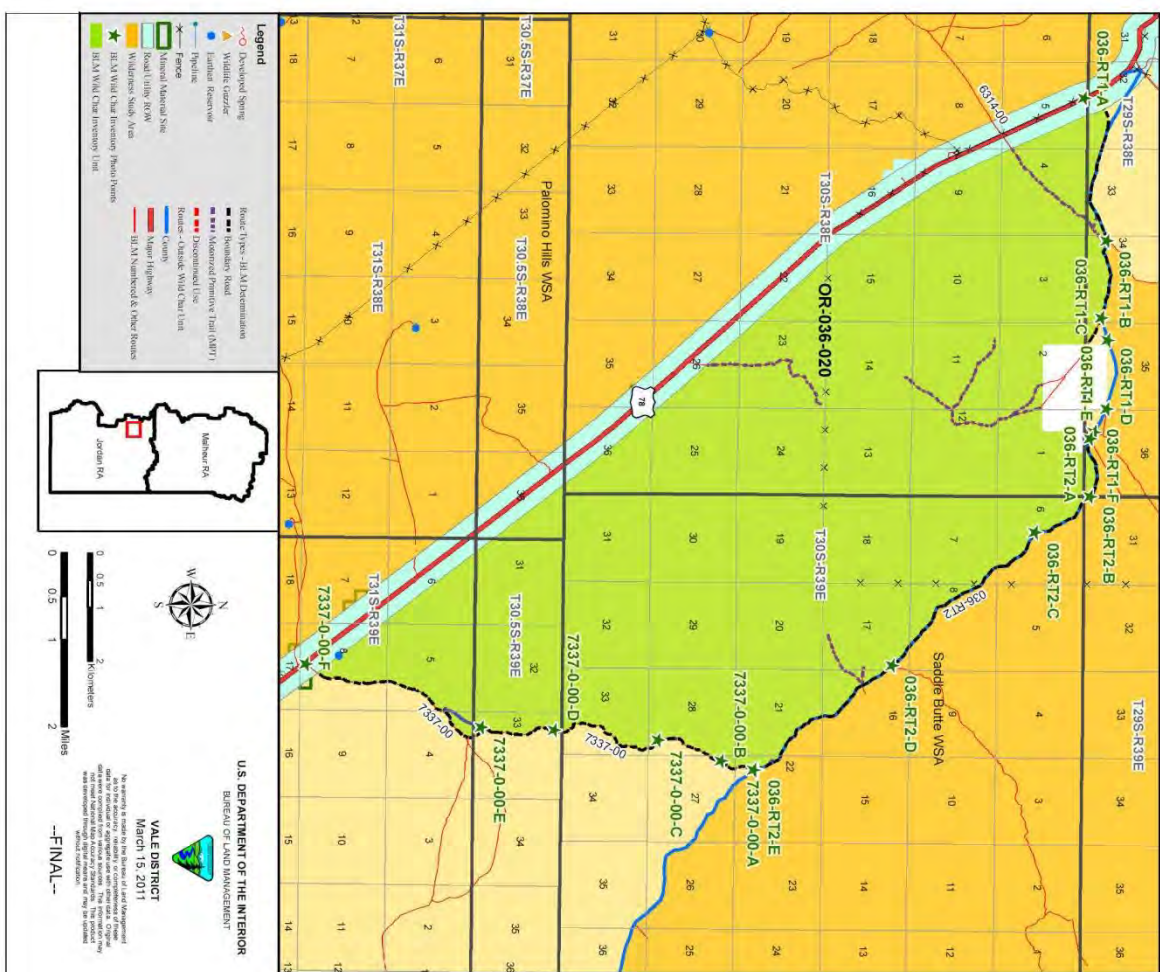
**U.S. DEPARTMENT OF THE INTERIOR**  
BUREAU OF LAND MANAGEMENT

**VALE DISTRICT**  
March 15, 2011

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 - BLM Photo Points  
Rye Grass - OR-036-020



Wilderness Characteristics - BLM Photo Log  
Rye Grass - OR-036-020

PHOTO LOCATION *	DIRECTION	PHOTO_TYPE	PHOTO DATE	COMMENTS
036-RT1-A	E	Route	20080506	From HWY 78 - Iron Mt. Road Sign
036-RT1-B	E	Route	20080506	continuation of Iron Mt Rd
036-RT1-C	W	Route	20080506	shows Y
036-RT1-D	E	Route	20080506	culvert & powerline, signs of grading
036-RT1-E	E	Route	20080506	left rte. to private
036-RT1-F	W	Route	20080506	Saddle Butte in background
036-RT1-F	E	Route	20080506	back towards 78
036-RT1-F	E	Route	20080506	gate & routes
036-RT1-F	NW	Route	20080506	looking back fence line
036-RT1-F	SE	Route	20080506	into RT2
036-RT1-F	NW	Route	20080506	back
036-RT2-A	SE	Route	20080506	begin RT2
036-RT2-B	W	Route	20080506	crossroads
036-RT2-B	NW	Route	20080506	routes bermed
036-RT2-C	E	Route	20080506	sign of recent & continuous use
036-RT2-C	S	Route	20080506	gate, route with berms
036-RT2-D	S	Route	20080506	back
036-RT2-E	N	Route	20080506	construction, berms
036-RT2-E	SE	Route	20080506	back
036-RT2-E	NE	Route	20080506	RT2 continues
036-RT2-E	SE	Route	20080506	into WSA
036-RT2-E	NW	Route	20080506	back
036-RT2-E	S	Route	20080506	end of RT2
036-RT2-E	N	Route	20080506	to junction & back
7337-0-00-A	S	Route	20080506	start from WSA-towards playa
7337-0-00-B	NW	Route	20080506	looking into WSA
7337-0-00-C	S	Route	20080506	signs of construction/berms
7337-0-00-C	N	Route	20080506	back - 6 horses
7337-0-00-C	S	Route	20080506	berms
7337-0-00-C	SE	Route	20080506	into playa of OR-036-020
7337-0-00-C	SE	Route	20080506	back
7337-0-00-D	SW	Route	20080506	signs of construction
7337-0-00-D	W	Route	20080506	back
7337-0-00-E	NE	Route	20080506	into playa of OR-036-020
7337-0-00-E	W	Route	20080506	back
7337-0-00-F	S	Route	20080506	route around playa
7337-0-00-F	E	Route	20080506	back
7337-0-00-F	W	Route	20080506	at HWY 78
7337-0-00-F	E	Route	20080506	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.



036-RT1-A-E.JPG



036-RT1-C-E.JPG



036-RT1-F-E.JPG

OR-036-020 Rye Grass Page 1



036-RT1-B-E.JPG



036-RT1-D-E.JPG



036-RT1-F-NW.JPG



036-RT1-B-W.JPG



036-RT1-E-E.JPG



036-RT1-F-SE.JPG



036-RT1-F-W.JPG



036-RT2-B-E.JPG



036-RT2-B-W.JPG

OR-036-020 Rye Grass Page 2



036-RT1-F-W1.JPG



036-RT2-B-NW.JPG



036-RT2-C-N.JPG



036-RT2-A-SE.JPG



036-RT2-B-SE.JPG



036-RT2-C-S.JPG



036-RT2-D-N.JPG



036-RT2-E-NE.JPG



036-RT2-E-SE.JPG

OR-036-020 Rye Grass Page 3



036-RT2-D-S.JPG



036-RT2-E-NW.JPG



036-RT3-A-NW.JPG



036-RT2-E-N.JPG



036-RT2-E-S.JPG



036-RT3-A-S.JPG



036-RT3-B-N.JPG



036-RT3-B-S.JPG



036-RT3-C-N.JPG



036-RT3-C-S.JPG



036-RT3-C-SE.JPG



036-RT3-D-NE.JPG



036-RT3-D-SW.JPG



036-RT3-E-E.JPG



036-RT3-E-S.JPG





036-RT3-E-W.JPG

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

**APPENDIX C – ROAD\* ANALYSIS**

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

**Wilderness Inventory Unit Name/Number (UNIT\_ID): OR-036-020 --- Rye Grass**

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

Road 036-RT1 (Iron Mtn Road)

ONDA designated route (way) SB5b (Located on Saddle Butte Proposed WSA Addition map; ONDA's GIS information does not delineate SB5b)

- I. LOCATION:** See attached map. BLM Unit OR-036-020 contains BLM Road 036-RT1 that corresponds with a portion of ONDA's road SB5b. BLM Road 036-RT1 is mostly an east-west oriented road that serves as a portion of the BLM Unit OR-036-020's north and western boundary and intersects with the junction of State Highway 78 (buffered by the Utility Corridor) and private ranch land in the SESE corner of section34, T29S, R38E.

**List photo point references:** BLM Road 036-RT1; BLM photos 036-RT1 A through C; ONDA road SB5b; ONDA photo AD 024.

**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:** Road 036-RT1 is mostly an east-west oriented road that serves as a portion of the unit's north and western boundary with end points at the junction of State Highway 78 (buffered by the Utility Corridor) and a private land parcel in the SESE corner of section34, T29S, R38E. BLM Road 036-RT1 was at one time designated as Malheur County Road 602 during the mid-1970s. At some time during the mid-1980s Malheur County removed the route designation from this road. From the mid-1980s it is not clear whether the County or the BLM claims responsibility for this segment of road. During the decade from 2000-2010 this road segment received a gravel road base (presumably by Malheur County) and a new and shorter spur was developed as the main access point to and from State Highway 78. The entrance to this road from State Highway 78 is approximately ½ mile southeast of the historic point of access and has a new road sign in place indicating that the road is called Iron Mtn Road.

ONDA’s “Saddle Butte Proposed WSA Addition” indicates that the extreme northwest boundary of their proposal extends to the west of BLM’s Unit OR-036-020, following the historic main access road that was also part of the boundary of BLM’s 1980s original wilderness inventory unit 3-113. ONDA’s proposal does not account for the newer and shorter connector road to State Highway 78. The Iron Mtn Road (BLM Road 036-RT1) serves as the primary connector to the private land parcel that is a portion of the northern boundary of BLM Unit OR-036-020 and two BLM roads that serve as boundaries of the Saddle Butte WSA (OR 3-111). One of these BLM roads, the southwest boundary road of the Saddle Butte WSA (BLM Road 036-RT2) that connects with Malheur County Road 790) is located immediately east of the private parcel, is the northeast boundary of BLM’s Inventory Units OR-036-019 and OR-036-020. ONDA refers to boundary roads BLM Road 036-RT2 and Malheur County Road 790 boundary roads as a “way” labeled SB7 because ONDA does not consider them to meet the definition of a road for inventory purposes.

### III. ROAD RIGHT-OF-WAY:

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

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

### IV. CONSTRUCTION

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

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

**Describe:** BLM Road 036-RT1 was constructed by heavy equipment many decades ago. No historic information as to when or by who is currently not available but in the mid-1970s this road was part of the Malheur County road system with a designation of County Road 602. Since the 1980s Malheur has dropped this road from its system and currently BLM does not have this road as part of its Transportation Plan. BLM communication with Malheur County is presently ongoing to determine responsibility of maintenance for this road. Recently (2000-2010) Road 036-RT1 has been bladed, contains roadside berms, and has received a gravel road base over its entire length (presumably by Malheur County). Refer to BLM photographs 036-RT1 A through C.

### V. IMPROVEMENTS

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

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

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

**Describe:** In addition to the gravel road base that BLM Road 036-RT1 has received sometime over the last 10 years a culvert that has been placed in the road at the location of BLM photograph 036-RT1-C looking eastward. Presumably Malheur County installed this culvert because BLM did not.

## VI. MAINTENANCE:

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

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

**Explain:** As explained in sections III and IV above, Road 036-RT1 has received a gravel road base during the last decade and there is evidence of roadside berms on each side of the road made with machinery, most likely a road grader. BLM is presently working with Malheur County to help determine when this work was implemented.

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

Yes   X   No \_\_\_\_\_

**Comments:** BLM Road 036-RT1 would be approved by management to be maintained because the road is a primary access/egress road from and to State Highway 78 in conjunction with public lands throughout the Saddle Butte Allotment, the Saddle Butte WSA, and portions of the Palomino Playa Research Natural Area and the Saddle Butte Area of Critical Environmental Concern.

## 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:**

BLM Road 036-RT1 (Iron Mtn Road) has annual use as evidence by the lack of vegetation in all road segments and a continuous graveled roadbed from State Highway 78 to its end point at the private land parcel in the SESE corner of section 34, T29S, R38E. BLM Road 036-RT1 is well traveled, wide along all of its length, and is clearly defined on the landscape. BLM Road 036-RT1 is used on a continual basis by the private land owner and on a seasonal basis by hunters and recreation enthusiasts and by BLM staff and ranchers or range administration, maintenance of rangeland projects, and management of resources.

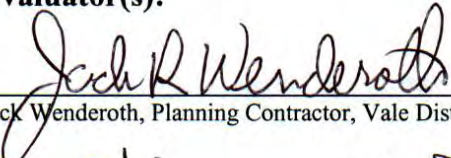

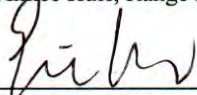
**VIII. CONCLUSION:**

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

**Road: Yes**   X   **No** \_\_\_\_\_

**Explanation:** BLM has determined that BLM Road 036-RT1 meets the definition of a road as stated in sections IV, VI-A, and VII above. BLM Road 036-RT1 was constructed by mechanical equipment, has received a gravel road base, has been maintained since being constructed, would be approved to be maintained by management as needed if the road base became impassable, and has regular and continuous annual and seasonal use.

**Evaluator(s):**

 Jack Wenderoth, Planning Contractor, Vale District	Date 4-5-11
 Aimee Huff, Range Management Specialist, Vale District	Date 4/5/2011
 Eian Ray, GIS Specialist, Contractor	Date 4-5-11

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

**\* road:** An access route which has been **improved and maintained by mechanical means** to insure **relatively regular and continuous use** A way maintained solely by the passage of vehicles does not constitute a road.

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

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

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

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

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

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

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

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

**APPENDIX C – ROAD\* ANALYSIS**

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

**Wilderness Inventory Unit Name/Number (UNIT\_ID): OR-036-020 --- Rye Grass**

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

BLM Road 036-RT2

ONDA designated route (way) SB7 (Located on Saddle Butte Proposed WSA Addition map; ONDA GIS information does not delineate SB7)

**VIII. LOCATION:** See attached map. BLM Unit OR-036-020 contains Road 036-RT2 that corresponds with a portion of ONDA’s route (way) SB7. Road 036-RT2 is a mostly northwest-southeast oriented road that serves as a portion of the BLM Unit’s north and east boundary and intersects with the junction of BLM Road 7337-0-00 and County Road 790 at the extreme northeastern point of the unit. Road 036-RT2 is also a portion of the southwestern boundary of the Saddle Butte WSA.

**List photo point references:** Road 036-RT2; BLM photos 036-RT2 A through E. ONDA route (way) SB7; ONDA photos AD 027, 028

**IX. CURRENT PURPOSE OF ROUTE:**

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

**Describe:** BLM Road 036-RT2 is the northeastern boundary of BLM Unit OR-036-020 and a portion of the southwestern boundary of the Saddle Butte WSA. Road 036-RT2 connects eastward from a private ranch parcel that forms a portion of Unit OR-036-020’s northern boundary. BLM Road 036-RT2 allows access/egress to the Coyote Trap Cave and lava tube that is contained within the 7,056 acre Saddle Butte Area of Critical Environmental Concern (ACEC) located along BLM Road 036-RT2. The ACEC contains habitat for the special status western big-eared bat. BLM Road 036-RT2 is traveled as needed by local ranchers and BLM staff for administrative purposes, including resource protection, range and wild horse monitoring (Sand Springs Horse Management Area). Dispersed recreation use of Road 036-RT2 includes vehicle access for hunting of upland game species as well as those associated with the cave, lava tube, and lava field exploration. Route 036-RT2 serves as a connector from the west to County Road 790 that forms another portion of the southwest boundary of the Saddle Butte WSA.

ONDA’s “Saddle Butte Proposed WSA Addition” proposal states this section of road (036-RT2) is a vehicular way (BLM motorized primitive trail). Because ONDA claims that this road is a way BLM unit 036-019 and 036-020 are therefore contiguous with the Saddle Butte WSA (OR 3-111).

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

**Describe:** Information on when and how BLM Road 036-RT2 was constructed is not available. Sometime in the mid-1900s the road surface was bladed and berms added on the roadsides, using heavy equipment (probably a road-grader). The bladed road and old berms can clearly be seen along the route as evident in BLM photographs 036-RT2 - A through E. Although vegetation has reclaimed much of the original berms, rows of soil and rock material pushed aside by heavy equipment are apparent outside of the maintenance performed on this road in 2006. BLM’s photographs clearly show sections of the road, throughout the entire 6.0 miles, where the road has been bladed and contain remnants of berms on sides of the road. Because wildfire suppression made it necessary to use Road 036-RT2 as a fire access route, maintenance was applied to the road, creating roadside soil berms and a bladed roadbed along most of its length where it is the boundary between unit OR-036-019 and the Saddle Butte WSA. The extreme northwest segment of this road contains ruts in the roadbed since maintenance was performed in 2006. Although this segment of road is rutted BLM photograph 036-RT2 –SE clearly shows a historic berm and bladed wide area. This photo of the road indicates that natural ponding occurs along this segment and the road was utilized during early season wet periods. The roadbed consists of fine textured soil and little rock material lending it to seasonal detrimental effects. The roadbed of Road 036-RT2 consists of natural materials.

**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 \_\_\_\_\_

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

**Explain:** During 2006, BLM responded to a wildfire within the Saddle Butte Allotment by utilizing Road 036-RT2 and other routes. To facilitate the suppression of this wildfire it was necessary to improve access for heavy equipment through Road 036-RT2. The roadbed of this route was bladed along various segments with a road-grader as required as evident in the series of photographs BLM recorded in 2008 (BLM photos, 036-RT2 A through E).

**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:** BLM Road 036-RT2 would be approved by management to be maintained as necessary because the road is a primary access/egress road from and to State Highway 78 in conjunction with public lands throughout the Saddle Butte Allotment, Saddle Butte WSA, and portions of the Palomino Playa Research Natural Area and the Saddle Butte Area of Critical Environmental Concern.

### XIV. REGULAR AND CONTINUOUS USE:

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

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

BLM Road 036-RT2 has annual seasonal use as evidence by the lack of vegetation in all road segments and by well-used bare ground where vehicle tires tracks can be observed. The road is well traveled, wide along most of its length, and is clearly defined on the landscape. The road is also used on a seasonal basis by hunters and recreation enthusiasts.



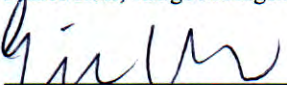
**VIII. CONCLUSION:**

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

**Road: Yes**  **No**

**Explanation:** BLM has determined that BLM Road 036-RT2 meets the definition of a road as stated in sections IV, VI-A, and VII above. BLM Road 036-RT2 was constructed by mechanical equipment, has been maintained since being constructed, would be approved to be maintained by management as needed if the road base became impassable, and has regular and continuous seasonal use.

**Evaluator(s):**

	Date <u>4-5-11</u>
Jack Wenderoth, Planning Contractor, Vale District	
	Date <u>4/5/2011</u>
Aimee Huff, Range Management Specialist, Vale District	
	Date <u>4-5-11</u>
Egan Ray, GIS Specialist, Contractor	

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

\* **road:** An access route which has been **improved and maintained by mechanical means** to insure **relatively regular and continuous use**. A way maintained solely by the passage of vehicles does not constitute a road.

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

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

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

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

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

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

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

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

**APPENDIX C – ROAD\* ANALYSIS**

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

**Wilderness Inventory Unit Name/Number (UNIT\_ID): OR-036-020 --- Rye Grass**

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

BLM Road 7337-0-00; ONDA designated routes (ways) SB2a and SB2b

**XV. LOCATION:** See attached map. BLM Unit OR-036-020 contains BLM Road 7337-0-00 that corresponds with ONDA’s designated routes (ways) SB2a and SB2b. BLM Road 7337-0-00 is a mostly north-south oriented road that serves as BLM Unit OR-036-020’s eastern boundary and intersects with the junction of BLM Road 036-RT2 and Malheur County Road 790 at its north end and State Highway 78 at its south end.

**List photo point references:** BLM Road 7337-0-00; BLM photos 7337-0-00 - A through F; ONDA route (way) SB2a; photos AD 007, 009, 012 and ONDA route (way) SB2b; photos AD 011 and 016.

**XVI. CURRENT PURPOSE OF ROUTE:**

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

**Describe:** BLM Road 7337-0-00 is the eastern boundary of BLM Unit OR-036-020 that is located between State Highway 78 and the junction of BLM Road 036-RT2 and Malheur County Road 790. BLM Road 036-RT2 connects to a private ranch parcel that forms a portion of the unit’s northern boundary. BLM Road 7337-0-00 allows access/egress to the Coyote Trap Cave and lava tube that is contained within the 7,056 acre Saddle Butte Area of Critical Environmental Concern located along BLM Road 036-RT2. The ACEC contains habitat for the special status western big-eared bat. BLM Road 7337-0-00 is traveled as needed by local ranchers and BLM staff for administrative purposes, including resource protection, range and wild horse monitoring (Sand Springs Horse Management Area). BLM Road 7337-0-00 is the primary access/egress route for resource monitoring and other activities associated with the Palomino Playa ACEC/Research Natural Area. The 847 acre Palomino Playa ACEC/RNA contains the special status plant *Lepidium davisii* - Davis' peppergrass and is located along the southern half of Road 7337-0-00. Dispersed recreation use of BLM Road 7337-0-00 includes vehicle access for hunting of upland game species as well as those associated with the cave, lava tube, and lava field exploration.

ONDA's Saddle Butte Proposed WSA Addition states that BLM Road 7337-0-00 is a vehicular way (BLM motorized primitive trail) and not a road. ONDA's inventory information for BLM Road 7337-0-00 was recorded during 2003 (ONDA's photos, AD 007, 009, 011, 012, and 016). In 2006, BLM responded to a wildfire within the Saddle Butte Allotment by utilizing BLM Road 7337-0-00 and other routes. To facilitate the suppression of this wildfire it was necessary to improve access for heavy equipment over BLM Road 7337-0-00. The roadbed of BLM Road 7337-0-00 was bladed where required as evident in the series of photographs BLM recorded in 2008 (BLM photos, 7337-0-00 - A through F) and by supporting information provided within this analysis.

## XVII. ROAD RIGHT-OF-WAY:

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

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

## XVIII. CONSTRUCTION

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

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

**Describe:** Information on when and how BLM Road 7337-0-00 was constructed is not available. Sometime in the mid-1900s BLM Road 7337-0-00's road surface was bladed and berms added on the roadsides, using a road-grader and or a bull dozer. BLM Road 7337-0-00's bladed road and old berms can clearly be seen along the road as evident in BLM photographs 7337-0-00 - A through F. Although vegetation now covers much of the original berms, rows of rock material pushed aside by heavy equipment are apparent outside of the new maintenance performed on BLM Road 7337-0-00 in 2006. BLM's photographs clearly show sections of BLM Road 7337-0-00, throughout the entire 5.7 mile length, where the road has been bladed and contains remnants of berms on both sides of the road. Because wildfire suppression made it necessary to utilize BLM Road 7337-0-00 as a fire access route, maintenance was applied to the road, creating roadside soil berms and a bladed roadbed along most of its length that serves as the boundary between BLM Units OR-036-019 and OR-036-020. The roadbed of BLM Road 7337-0-00 consists of natural on-site materials and is one of the BLM roads in the Vale District Transportation Plan.

## XIX. IMPROVEMENTS

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

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

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

**Describe:**

**XX. MAINTENANCE:**

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

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

**Explain:** During 2006, BLM responded to a wildfire within the Saddle Butte Allotment by utilizing Road 7337-0-00 and other routes. To facilitate the suppression of this wildfire it was necessary to improve access for heavy equipment through Road 7337-0-00. Various segments of the roadbed of BLM Road 7337-0-00 were bladed with a road-grader where required as evident in the series of photographs BLM recorded in 2008 (BLM photos, 7337-0-00 - A through F).

**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:** BLM Road 7337-0-00 would be approved by management to be maintained as necessary because the road is a primary access/egress road from and to State Highway 78 in conjunction with public lands throughout the Saddle Butte Allotment, Saddle Butte WSA, and portions of the Palomino Playa Research Natural Area and the Saddle Butte Area of Critical Environmental Concern.

**XXI. REGULAR AND CONTINUOUS USE:**

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

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

BLM Road 7337-0-00 has annual seasonal use as evidence by the lack of vegetation in all road segments and by well-used bare ground where vehicle tires tracks can be observed. The road is well traveled, wide along most of its length, and is clearly defined on the landscape. The road is also used on a seasonal basis by hunters and recreation enthusiasts.


**VIII. CONCLUSION:**


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

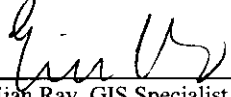
**Road:** Yes   X   No       

**Explanation:** BLM has determined that BLM Road 7337-0-00 meets the definition of a road as stated in sections IV, VI-A, and VII above. Road 7337-0-00 was constructed by mechanical equipment, has been maintained since being constructed, would be approved to be maintained by management as needed if the road base became impassable, and has regular and continuous seasonal use.

**Evaluator(s):**

  
 Jack Wenderoth, Planning Contractor, Vale District Date   4-5-11  

  
 Aimee Huff, Range Management Specialist, Vale district Date   4/5/2011  

  
 Eian Ray, GIS Specialist, Contractor Date   4-5-11  

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

**\* road:** An access route which has been **improved and maintained by mechanical means** to insure **relatively regular and continuous use**. A way maintained solely by the passage of vehicles does not constitute a road.

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

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

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

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

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”.