

Wilderness Inventory Unit Index of Documents **Skull Springs Reservoir OR-034-066, 37 total pages**

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**Prepared by:
U.S. Department of the Interior
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Vale District Office
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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: 2009 Unit Number/Name: OR-034-066 — Skull Springs Reservoir

**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 – BLM Wilderness Inventory unit 3-40 Rooster Comb of OR-03-03-12 (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)

BLM Unit 3-40 Rooster Comb of OR-03-03-12.

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
3-40 Rooster Comb of OR- 03-03-12	5,240	N	*	*	*
TOTAL	5,240				

* -- Criteria were not addressed during the inventory of this unit.

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

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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-034-066 – Skull Springs Reservoir**

Note: 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 “Roostercombs 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-034-066 represents only a portion of ONDA’s proposal. ONDA’s proposal includes basically two 1970’s BLM inventory units (3-40 and 3-46) and additional adjacent public lands which, respectively, are currently associated with the following BLM Wilderness Characteristic Inventory maintenance units: OR-034-066, OR-034-067 and OR-034-068.

For BLM unit OR-034-066, differences between BLM and ONDA regarding inventory unit boundary features are that, unlike ONDA’s proposal, BLM concludes that BLM routes 034-RT22 (ONDA’s route MN7f), 034-RT23 (ONDA’s route MN7d and part of MN14d) and 034-RT34 (part of ONDA’s MN14d) are motorized primitive trails (MPT, or what ONDA terms for each of them a “way”); not as roads as does ONDA. Refer to each of the three associated Road Analysis forms, BLM Photo Points Map/Log and associated photos for this BLM inventory unit for additional documentation on these routes. BLM also has two additional Road Analysis packets for two routes associated with its OR-034-066. The 5 packets are located in this inventory unit’s hard copy and electronic files. Additionally, unit OR-034-066 includes an area in its northwest sector which is not included in ONDA’s proposed WSA.

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

1. Is the unit of sufficient size?

Yes X No

Description: Refer to this inventory unit’s associated Map 1 for location. The unit has 13,138 acres of public land. The unit’s boundaries are a combination of unit 3-40 of BLM’s late 1970’s wilderness characteristics inventory and of some other public lands which are adjacent to it. This is due to two routes associated with unit 3-40 has changed in status from a road to motorized primitive trails (MPTs). The two MPTs are presently identified as 034-RT21 and 034-RT29 for this OR-034-066 unit. The change in status to a MPT is because no known mechanical maintenance has been performed on these routes and BLM’s intent to not conduct such maintenance.

Presently, the unit is bounded by private land parcels, county roads 585 and 541, and BLM roads 7324-0-00, 034-RT22, 034-RT23, and 034-RT24. The boundary roads receive mechanical maintenance as needed to ensure their ability to provide for relatively regular and seasonally continuous use.

2. Is the unit in a natural condition?Yes X No N/A

Description: The unit consists predominately of low-profiled undulating terrain with minor drainage channels flowing mostly west to northwest. Elevations range from 4,885 to 4,935 feet. The vegetation is sagebrush, and both native and non-native grasses. The very northern extent of the unit is part of the Cold Springs - Cottonwood Creek Wild Horse Herd Management Area.

Refer to this unit's associated Map 1 and Map 2 for human imprints. They include 9.25 miles of rangeland fence, 12.6 miles of 10 MPT's, and 5 earthen reservoirs. There remains no visual evidence of a 1969 chemical treatment to shrubs in the northeast sector of the unit. Relative to the unit's substantially greater size since the 1970's inventory (5,240 acres of unit 3-40), the type, number and distribution of existing human imprints – individually and collectively – results in the unit appearing to be affected primarily by the forces of nature with human imprints substantially unnoticeable to the average visitor.

ONDA states within its proposed Roostercombs Proposed WSA juniper and mountain mahogany can be found throughout the area. BLM's conclusion is that these species are few within OR034-066. BLM documents the presence of 4 MPTs within this BLM unit for which no ONDA documentation is provided for its larger Roostercombs Proposed WSA. ONDA's WSA proposal does not identify the presence of rangeland fences, and mentions 2 of the known 16 reservoirs within its proposed WSA (of which some of the fences and 5 reservoirs – not 2 as stated by ONDA -- are located within this BLM inventory unit OR-034-066. ONDA concludes that its proposed WSA 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 to ONDA's proposal map, all located in this unit's inventory file folder.

3. Does the unit have outstanding opportunities for solitude?Yes No X N/A

Description: The unit's configuration results in a varying width of between approximately 2.5 miles to 5 miles, and a length of approximately 6 miles. These distances are disrupted in the unit's northeast sector by a 2-mile long private land parcel extending west from the unit's east boundary road. There is insufficient vegetation height or density suitable for screening of visitors. The unit's very low topographic profile -- combined with its size and configuration -- provide some locations where a sense of isolation can be experienced, but the nature of these factors – alone or collectively – preclude outstanding opportunities for solitude.

ONDA states that outstanding opportunities for solitude for its proposed WSA are present due to the proposal's much larger size, its configuration, its diverse topography, and opportunities for vegetative screening (ONDA references its photo TB34, which shows a

slope with juniper trees --- this slope is not within BLM unit 034-066). ONDA states vegetative screening is certainly harder to find, but within its proposed WSA juniper and mountain mahogany can be found throughout the area. BLM concludes that within OR-034-066 these species are not of sufficient number, distribution or density to provide (with or without other potential features for visual screening) an outstanding opportunity for solitude in OR-034-066. Based on the current results of BLM's wilderness characteristics inventory maintenance, BLM does not have a comparative inventory unit in this area that approaches the size or possesses other solitude-related features which ONDA indicates are present in its proposed WSA. For that portion of ONDA's WSA proposal which includes OR-034-066, BLM concludes for reasons stated in the above paragraph that unit OR-034-066 does not possess outstanding opportunities for solitude.

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

Yes _____ No X N/A _____

Description: The primary primitive and unconfined recreation opportunities include hunting of common game species (primarily deer, chukar and antelope) and associated day hiking. There are no special or unique features or attractions of the unit which would more so attract visitors for primitive and unconfined recreation activities. There are opportunities for wild horse viewing, but the activity is not an outstanding opportunity for primitive and unconfined recreation. Individually or in combination, the recreation activities occurring within the unit do not provide outstanding opportunities for primitive and unconfined recreation.

ONDA states that within its substantially larger proposed Roostercombs WSA the terrain will offer outstanding opportunities for backpacking, hiking, sightseeing, photography, and hunting. BLM does not conclude that outstanding opportunities exist for backpacking, sightseeing and photography within OR-034-066; features and natural values associated with this BLM unit which may include these activities are not so notable, unique or special as to provide for outstanding opportunities to experience them – individually or in combination. For reasons stated in the above paragraph, hunting, hiking and wild horse viewing opportunities are not outstanding in OR-034-066.

In the 1970's, BLM did not recognize either of its two inventory units (3-40 and 3-46) presently affected by ONDA's proposed WSA as possessing outstanding opportunities for primitive and unconfined recreation; nor do the present BLM inventory units within ONDA's proposed WSA possess such an outstanding opportunity. Unlike ONDA, BLM has made no determination of whether the larger size and/or other possible wilderness characteristics criteria of ONDA's "Roostercombs Proposed WSA" equates to outstanding opportunities for primitive and unconfined recreation. Currently, public lands associated with unit OR-034-066 do not possess outstanding opportunities for primitive and unconfined recreation for reasons stated in the opening paragraph, above.

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

Description: Two leks of sage grouse, a BLM special status animal species, have been documented. There are four known sites of BLM special status plants -- three sites of bitterroot buckwheat and one site of Oregon princesplum.

ONDA states that their 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” by the State of Oregon. As of 2009, the Mohave Black-collard Lizard, Desert Horned Lizard, Ground Snake and the White-tailed Antelope Squirrel were not considered sensitive by Oregon Department of Fish and Wildlife, BLM, or U.S. Fish and Wildlife Service. BLM acknowledges that habitat requirements may exist for the Mojave Black-collared Lizard, Desert Horned Lizard, Ground Snake, Ferruginous Hawk, Pygmy Rabbit, and White-tailed Antelope Squirrel; however, neither ONDA nor any other entity has provided BLM official documentation confirming the presence of these species within this inventory unit.

Summary of Findings and Conclusion

Unit Name and Number: OR-034-066 — Skull Springs Reservoir

Summary Results of Analysis:



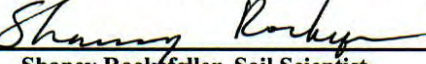

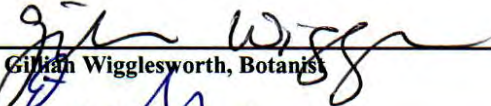
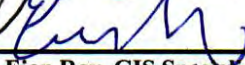

- 1. Does the area meet any of the size requirements? Yes No
- 2. Does the area appear to be natural? Yes No
- 3. Does the area offer outstanding opportunities for solitude or a primitive and unconfined type of recreation? Yes No NA
- 4. Does the area have supplemental values? Yes No NA

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>2-25-2010</u>
Steve Christensen, Rangeland Management Specialist	Date
<u></u>	<u>2/10/10</u>
Dave Draheim, Outdoor Recreation Planner	Date
<u></u>	<u>3/10/10</u>
Shaney Rockefeller, Soil Scientist	Date
<u></u>	<u>2/25/10</u>
Michelle Caviness, Wildlife Biologist	Date
<u></u>	<u>2/5/10</u>
Gillian Wigglesworth, Botanist	Date
<u></u>	<u>2/09/10</u>
Ejan Ray, GIS Specialist, contractor	Date
<u></u>	<u>2/9/10</u>
Brent Grasty, GIS Coordinator	Date

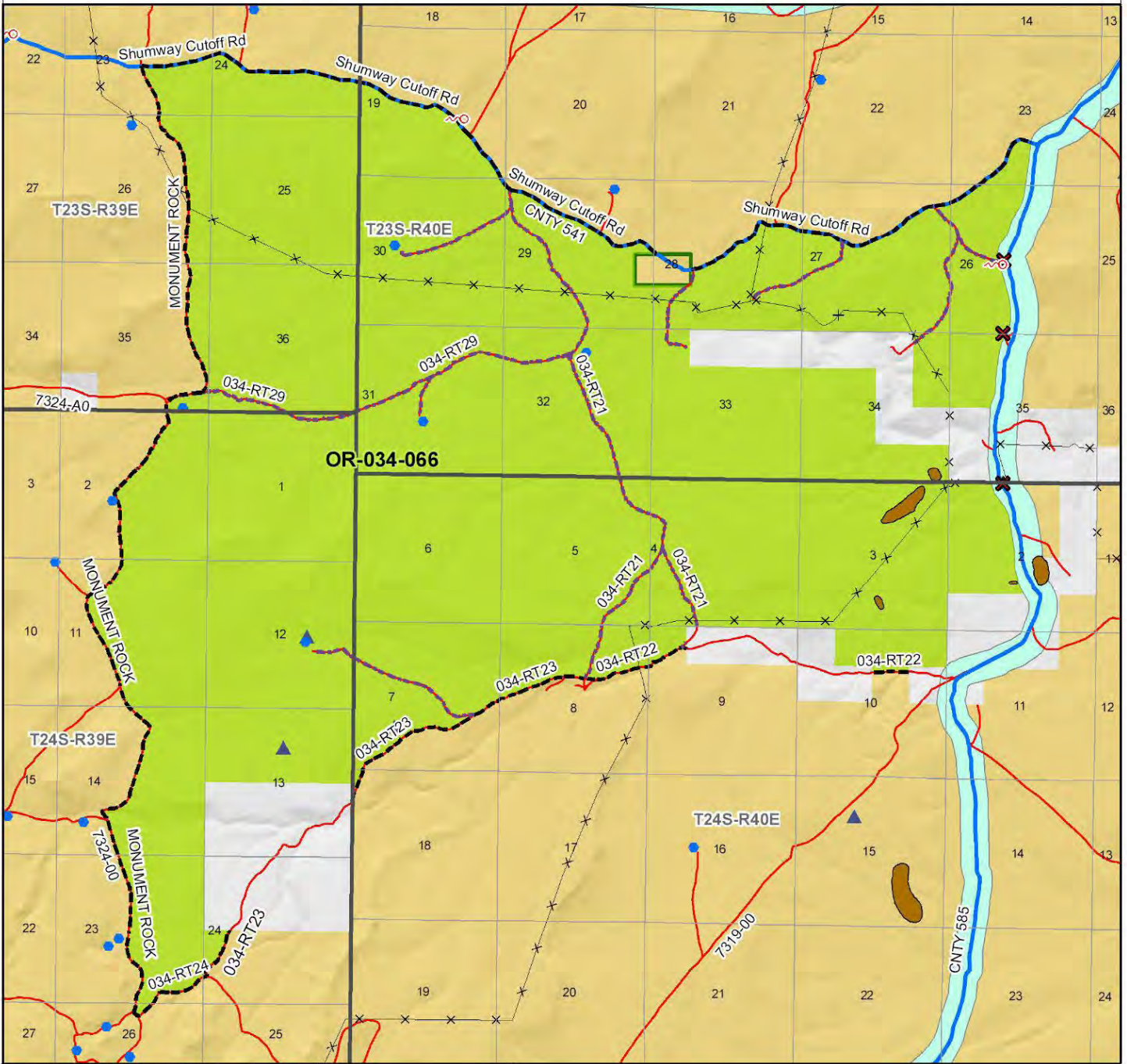
Approved by:

 7/10/10
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.

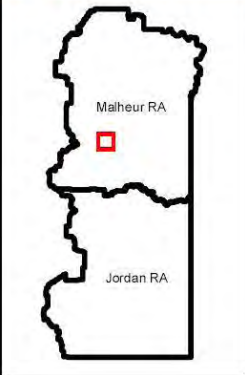
Wilderness Characteristics - Overview

Skull Springs Reservoir - OR-034-066 - Map 1 of 2



Legend

<ul style="list-style-type: none"> Developed Spring Wildlife Guzzler Earthen Reservoir Pipeline Trough Fence Storage Tank Surface Mining Disturbance Sage Grouse Lek Special Status Plant BLM Wild Char Inventory Unit Wilderness Study Area Mineral Material Site Road/Utility Right-of-Way Major Water Body 	<ul style="list-style-type: none"> Route Types - BLM Determination Boundary Road Motorized Primitive Trail (MPT) Discontinued Use Routes - Outside Wild Char Unit County Major Highway BLM Numbered & Other Routes Land Ownership Bureau of Land Management State Private Other Federal Land
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0 0.25 0.5 1 Kilometers

0 0.25 0.5 1 Miles

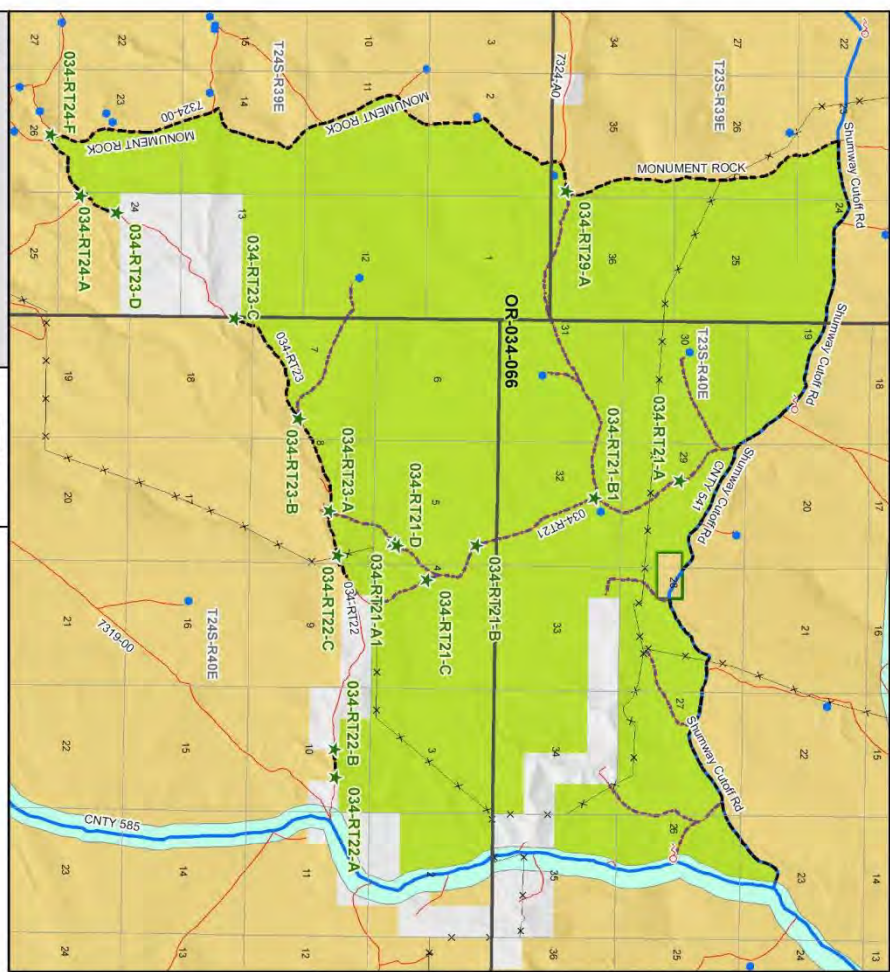
U.S. DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT

VALE DISTRICT
January 23, 2009

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

--FINAL--

Wilderness Characteristics - BLM Photo Points
Skull Springs Reservoir - OR-034-066



Legend

- Developed Space
- Wildlife Cluster
- Wildlife Reserve
- Riparian Area
- Public
- Private
- Special Interest Site
- Special Use
- Wilderness Study Area
- BLM Wild Char Inventory Photo Point
- BLM Wild Char Inventory Trail

U.S. DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
VALE DISTRICT
MARCH 18, 2009
-FINAL-

Wilderness Characteristics - BLM Photo Points
Skull Springs Reservoir - OR-034-066

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-RT22-A	W	Route	20080825	Start of route, flat, passable
034-RT22-B	E	Route	20080825	Flat, easily passable
034-RT22-B	W	Route	20080825	Flat, easily passable
034-RT22-C	NE	Route	20080825	Route on Public land
034-RT22-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-F	S	Route	20080825	Looking at route from start.
034-RT23-D	S	Route	20080825	Looking at start of route.
034-RT23-D	N	Route	20080825	Route on public land
034-RT21-A1	N	Route	20080825	At private land boundary
034-RT21-A1	N	Route	20080825	Start of route
034-RT21-B1	S	Route	20080825	Start of route
034-RT21-A1	SE	Route	20080825	Easily passable
034-RT21-A1	SW	Route	20080825	Easily passable
034-RT21-A1	E	Route	20081027	front, no sign of 034-RT29
034-RT21-A1	SE	Route	20081027	front, drainage
034-RT21-A1	NW	Route	20081027	back
034-RT21-B	SE	Route	20081027	front
034-RT21-B	NW	Route	20081027	back
034-RT21-C	SE	Route	20081027	front
034-RT21-C	NW	Route	20081027	back
034-RT21-D	SW	Route	20081027	front
034-RT21-D	NE	Route	20081027	back

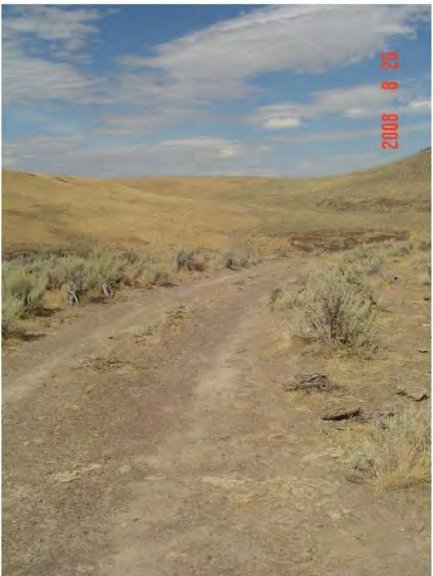
Note: The BLM Wild Char PhotoPoints displayed on the map are labeled with their Photo Locations. The BLM Photo Log table shown above lists the photos taken at their respective Photo Locations. Multiple photos may be taken at each Photo Location. Scenery and Project Photo Type pictures have their photo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



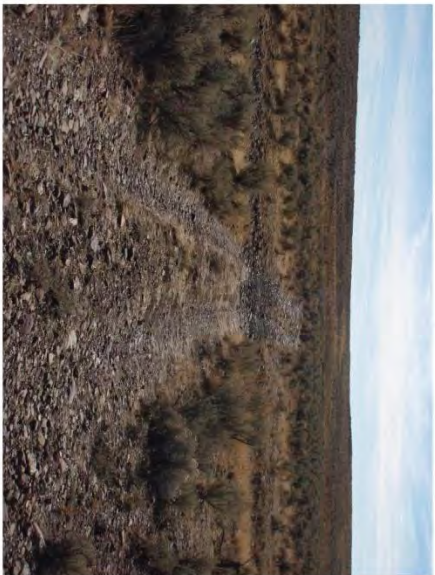
034-RT21-A-NW.JPG



034-RT21-A1-S.JPG



034-RT21-B1-NE.JPG



034-RT21-A-SE.JPG



034-RT21-B-NW.JPG



034-RT21-B1-SW.JPG



034-RT21-A1-N.JPG



034-RT21-B-SE.JPG



034-RT21-C-NW.JPG



034-RT21-C-SE.JPG



034-RT21-D-NE.JPG



034-RT21-D-SW.JPG

OR-034-066 Skull Springs Reservoir Page 2



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-B-W.JPG



034-RT23-D-N.JPG

OR-034-066 Skull Springs Reservoir Page 3



034-RT23-A-W.JPG



034-RT23-C-NE.JPG



034-RT23-D-S.JPG



034-RT23-B-E.JPG



034-RT23-C-SW.JPG



034-RT24-A-NW.JPG



034-RT24-A-SE.JPG



034-RT24-F-N.JPG



034-RT24-F-S.JPG



034-RT29-A-E.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-34-066 – Skull Spring Reservoir

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 21

(It is a combination of ONDA’s routes MN7b and MN7c (per ONDA’s map of its proposed WSA, MN7c has a north and a south segment, they separated by MN7b).

NOTE: the north segment of MN7c may be mislabeled on ONDA’s WSA map: ONDA’s Photo Log for its WSA identifies its photo TB41 to be on the northern end of the north segment of the ONDA’s map’s MN7c, but in its Photo Log as being described as MN7a, viewing south; thus, this north MN7c route segment may be MN7a).

I. LOCATION: Refer to attached map. This generally north-south oriented route connects with the BLM unit’s north boundary road (County 541) and its southern terminus junctions with the east-west oriented routes of 034-RT 22 and 034-RT-023 (both which BLM has determined to be roads, thus serving as the south boundary of this BLM inventory unit OR-034-066. **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: The route provides access to an earthen reservoir in section 32, and for another in adjacent section 31 via the branch route of 034-RT-29 (a BLM determined motorized primitive trail [MPT]). It provides the through access as described under “I. Location”, above, and provides access of hunters of common game species of the area.

III. ROAD RIGHT-OF-WAY:

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

Yes _____ No X Unknown _____

IV. CONSTRUCTION

Yes ___ ___ No X

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

Describe: If this route was mechanically constructed, there remains no apparent visual evidence of it, presently. Date of the routes establishment is unknown. It traverses nearly flat terrain, with small woody (sagebrush) and grass vegetation between the tire-traveled paths of the route's width.

V. IMPROVEMENTS

Yes _____ No X

By Hand Tools _____ By Machine _____

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

Describe:

VI. MAINTENANCE:

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

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

Explain: There is no visual evidence of any level or type of maintenance performed on this route. The route is distinguished predominately by the two-track appearance of passing vehicles.

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

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-34-066 – Skull Spring Reservoir

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.)

IX. LOCATION: Refer to attached map. It is a portion of this BLM unit’s south boundary route, which borders neighbor BLM unit OR-034-067, Roostercomb. **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: 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 of 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 a traveled primary access route by hunters and by permittees and BLM to monitor and administer livestock operations on public land in the greater area.

XI. ROAD RIGHT-OF-WAY:

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

Yes _____ No X Unknown _____

XII. CONSTRUCTIONYes No Examples: Paved _____ Bladed _____ Graveled _____ Roadside
Berms 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 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. IMPROVEMENTSYes No

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

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 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.

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:

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.

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. **—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-34-066 – Skull Spring Reservoir

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].)

XVII. LOCATION: Refer to attached map. It is a portion of this BLM unit’s south boundary route, which borders neighbor BLM unit OR-034-067, Roostercomb. **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: 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.

XIX. ROAD RIGHT-OF-WAY:

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

Yes _____ No X Unknown _____

XX. 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.

XXI. IMPROVEMENTS

Yes _____ No X

By Hand Tools _____ By Machine _____

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

Describe:

XXII. MAINTENANCE:

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

XXIII. 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:

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.

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 No

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

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-34-066 – Skull Spring Reservoir

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 a short segment of ONDA’s route MN13a, which it identifies as a vehicular “way” (i.e., motorized primitive trail – MPT).

XXV. LOCATION: Refer to attached map. It is a short segment of the notably longer east-west trending 034-RT-24 route. This short segment is located 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.

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 short segment of 034-RT24 serves as a connector between 7324-0-00 (a road) and 034-RT -23 (a BLM-determined road). Additionally, the remainder of 034-RT24 continues east further from 7324-0-00 as the most direct route to a state land parcel (wherein it junctions with 7319-0-00). 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.

XXVII. ROAD RIGHT-OF-WAY:

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

Yes _____ No X Unknown _____

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

Describe: Date of construction is unknown. For this short segment of the route, past blading 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 grasses) of the current travel surface width of the route. Larger rocks have been pushed aside. See BLM photo 034-RT24-F-S.

XXIX. IMPROVEMENTSYes No

By Hand Tools _____ By Machine _____

Examples: Culverts _____ Stream Crossings _____ Bridges _____
Drainage _____ Barriers _____ Other _____**Describe:****XXX. 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: Presently, there appears to be no visual evidence of maintenance performed on this short segment of this route. Re-establishment of grasses is evident on the travel surface. The flat terrain combined with the nature of the route's surface materials have not required mechanical maintenance activities to keep the route passable for quite some time, if at all, since the route's establishment.

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

Yes No

Comments: This short route segment is passable by a high clearance vehicle. Mechanical maintenance would be approved should it be required to keep the route passable, recognizing its purpose as a relevant connector for other routes in its proximity

(one which BLM has determined is a road). It is only a short segment of the longer 034-RT24 (a BLM-determined road), which, in part, provides a more direct route to a state land parcel.

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:

The presence of tracks and leveled grasses on the route's travel surface are apparent. 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.

XXXII. CONCLUSION:

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

Road: Yes 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. **—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-34-066 – Skull Spring Reservoir

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 29

(It is ONDA’s route MN8a, which it identifies as a “not” because the route was “unable to be found”.)

XXXIII. LOCATION: Refer to attached map. It is an east-west route associated with the northwestern sector 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.

XXXIV. 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: Likely the only reason for the original route’s presence was for the development of Wet Dry Creek Reservoir (developed sometime before the late 1970’s).

XXXV. ROAD RIGHT-OF-WAY:

Is a road right-of-way associated with this route?
Yes _____ No X Unknown _____

XXXVI. CONSTRUCTION

Yes _____ No X _____

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

Describe: If a route ever was constructed, visual evidence of construction activities is no longer apparent. Both ends of the route are hardly detectable.

XXXVII. IMPROVEMENTS

Yes _____ No X _____

By Hand Tools _____ By Machine _____

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

Describe:

XXXVIII. 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 _____ No X _____

Comments: The route is substantially overgrown with vegetation, and appears not to be traveled in recent time. Access by any required heavy equipment -- should maintenance of the reservoir be needed -- would not require any maintenance action of the route.

XXXIX. REGULAR AND CONTINUOUS USE:

Yes _____ No X _____

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

Following its original presence, there likely was a period of repeated vehicle passage. Currently, the route appears not to be traveled, and no relatively regular travel is anticipated. Eventually, this route will likely be identified as a discontinued vehicle route by BLM for wilderness characteristics inventory maintenance purposes.

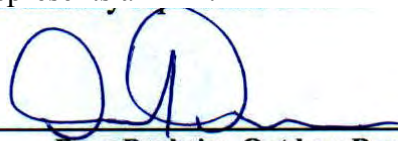
XL. CONCLUSION:

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: The route does not meet road criteria, as described and explained above. It nominally represents a MPT.

Evaluator(s): _____


Dave Draheim, Outdoor Recreation Planner

Date: 4/06/09

* **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”.