

Wilderness Inventory Unit Index of Documents
West Fork Bendire OR-034-007, 60 total pages

Page 1: Index Cover Sheet

[Page 2: Form 1 – Documentation of BLM Wilderness Inventory: Findings on Record](#)

[Page 5: Form 2 – Documentation of Current Wilderness Inventory Conditions](#)

[Page 12: Form 2 – Summary of Findings and Conclusion](#)

[Page 13: Wilderness Characteristics Overview–West Fork Bendire OR-034-007 Map 1 of 2](#)

[Page 14: Wilderness Characteristics-Land Treatments-West Fork Bendire OR-034-007 Map 2 of 2](#)

[Page 15: Wilderness Characteristics–BLM Photo Points–West Fork Bendire Map 1 of 2](#)

[Page 16: Wilderness Characteristics–BLM Photo Points–West Fork Bendire Photo Log 2 of 2](#)

[Page 17: OR-034-007 West Fork Bendire BLM Photos](#)

[Page 29: H-6300-1-Wilderness Inventory Maintenance in BLM Oregon/Washington
Appendix C – Road* Analysis: 7352-00](#)

[Page 35: H-6300-1-Wilderness Inventory Maintenance in BLM Oregon/Washington
Appendix C – Road* Analysis: 034-RT61](#)

[Page 41: H-6300-1-Wilderness Inventory Maintenance in BLM Oregon/Washington
Appendix C – Road* Analysis: 034-RT62](#)

[Page 46: H-6300-1-Wilderness Inventory Maintenance in BLM Oregon/Washington
Appendix C – Road* Analysis: 034-RT63](#)

[Page 51: H-6300-1-Wilderness Inventory Maintenance in BLM Oregon/Washington
Appendix C – Road* Analysis: 034-RT64](#)

[Page 56: H-6300-1-Wilderness Inventory Maintenance in BLM Oregon/Washington
Appendix C – Road* Analysis: 034-RT68, 034-RT69, 034-RT70, 034-RT72, 034-RT73 and
034-RT75](#)

Prepared by:
U.S. Department of the Interior
Bureau of Land Management
Vale District Office
100 Oregon Street
Vale, Oregon 97918



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

APPENDIX B – INVENTORY AREA EVALUATION

Evaluation of Current Conditions:

- 1) Document and review the existing BLM wilderness inventory findings on file, if available, regarding the presence or absence of individual wilderness characteristics, using Form 1, below.
- 2) Consider relevant information regarding current conditions available in the office to identify and describe any changes to the existing information (use interdisciplinary (ID) team knowledge, aerial photographs, field observations, maps, etc.), and document your findings on Form 2, below.

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

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

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

Year: 2010 Unit Number/Name: OR-034-007 — West Fork Bendire

**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 – BLM Wilderness Inventory Unit OR-03-02-32 Hunter Creek (unpublished BLM document in case file)
- **()** April 1979 – *Wilderness -- Proposed Initial Inventory – Roadless Areas and Islands Which Clearly Do Not have Wilderness Characteristics, Oregon and Washington*
- **(X)** August 2007 – Vale District wilderness characteristics inventory maintenance for the *North Fork Malheur Geographic Management Area – Range Health Project*. BLM 3-4005 Mouse Spring, 3-4006 Hunter Creek, 3-4007 West Fork Bendire, and 3-4008 Jerry Canyon (BLM documents in case files).

Wilderness Decision Documents

- **()** August 1979 – *Wilderness Review – Initial Inventory, Final Decision on Public Lands Obviously Lacking Wilderness Characteristics and Announcement of Public Lands to be Intensively Inventoried for Wilderness Characteristics, Oregon and Washington* (green document)
- **()** October 1979 – *Wilderness Review – Intensive Inventory - Oregon, Proposed Decision on the Intensive Wilderness Inventory of Selected Areas* (grey document)
- **()** March 1980 – *Wilderness Review – Intensive Inventory; Final Decisions on 30 Selected Units in Southeast Oregon and Proposed Decisions on Other Intensively Inventoried Units in Oregon and Washington* (orange document)
- **()** November 1980 - *Wilderness Inventory – Oregon and Washington, Final Intensive Inventory Decisions* (brown document)
- **()** November 1981 *Stateline Intensive Wilderness Inventory Final Decision, Oregon, Idaho, Nevada, Utah* (tan document)
- **(X)** August 2007 - BLM Vale District North Fork Malheur Geographic Management Area -- Wilderness Characteristic Inventory Maintenance: BLM 3-4005 Mouse Spring, 3-4006 Hunter Creek, 3-4007 West Fork Bendire, and 3-4008 Jerry Canyon

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

1978: BLM OR-03-02-32 Hunter Creek (1978); **2007:** BLM 3-4005 Mouse Spring, 3-4006 Hunter Creek, 3-4007 West Fork Bendire, and 3-4008 Jerry Canyon.

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)
- (X) June 2007 -- North Fork Malheur Geographic Management Area, BLM Vale District -- Wilderness Characteristics Inventory Maintenance: 3-4005 Mouse Spring; 3-4006 Hunter Creek; 3-4007 West Fork Bendire; 3-4008 Jerry Canyon.

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
12/1978 finding: OR-03-02-32 Hunter Creek	11,260*	*	*	*	*
8/2/2007 finding: 3-4005 Mouse Spring	265	**	**	**	**
8/2/2007 finding: 3-4006 Hunter Creek	2,774	**	**	**	**
8/2/2007 finding: 3- 4007, West Fork Bendire	1,355	**	**	**	**
8/1/2007 finding: 3-4008 Jerry Canyon	4,927	**	**	**	**
TOTAL	2007 sum is 9,321 (see notes, below)				

* -- In 1978, the original unit of this total size of 11,260 acres was subsequently divided into smaller (unlabeled) subunits, resulting in none meeting any size criteria. Thus, these criteria were not addressed.

** -- In 2007, none of these units met any size criteria; thus these criteria were not addressed.

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

APPENDIX B – INVENTORY AREA EVALUATION

Evaluation of Current Conditions:

- 1) Document and review the existing BLM wilderness inventory findings on file, if available, regarding the presence or absence of individual wilderness characteristics, using Form 1, below.
- 2) Consider relevant information regarding current conditions available in the office to identify and describe any changes to the existing information (use interdisciplinary (ID) team knowledge, aerial photographs, field observations, maps, etc.), and document your findings on Form 2, below.

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

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

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

FORM 2 -- DOCUMENTATION OF CURRENT WILDERNESS INVENTORY CONDITIONS

Unit Number/Name: OR-034-007 — West Fork Bendire

NOTE: In February, 2004, the Vale District received from Oregon Natural Desert Association (ONDA) its evaluation of wilderness characteristics for what ONDA names its 11,433 acre “Beaver Dam Creek 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. OR-034-007 is only a portion of ONDA’s larger proposed WSA addition. ONDA’s proposal also includes what in 2007 BLM identified as the 2,367 acre wilderness characteristic (WC) unit 3-4004 Sheep Rock. The 2007 3-4004 unit constituted the northeast sector of ONDA’s proposed WSA Addition.

Relative to BLM unit OR-034-007, there are two primary differences between BLM and ONDA regarding inventory unit boundary features. First, unlike ONDA’s WSA proposal, BLM concludes that ONDA’s routes B9a and B9b are roads; they are combined, being one continuous route. ONDA identifies these two routes as vehicular “ways” (or what BLM terms “motorized primitive trails” [MPT] in this WC inventory maintenance). BLM identifies these two combined routes as the BLM 7352-00 Bendire Ridge road. This road boundary separates OR-034-007 from BLM’s 2007 3-4004 Sheep Rock WC inventory unit, which is located northeast of and abuts a portion of OR-034-007. The public lands constituting the 3-4004 unit is included in ONDA’s Beaver Dam Creek proposed WSA Addition. It is noted that – unlike ONDA -- as a result of the BLM-identified WC unit boundary roads for OR-034-007, OR-034-007 does not abut or otherwise have a common boundary with the existing Beaver Dam Creek WSA, except for about 300 feet of 7352-00 in section 24, T.17S., R. 38 E.. For additional boundary road information, refer to this BLM OR-034-007’s associated BLM Road Analysis form for 7352-00 and its affiliated BLM Photo Point Map/Photo Log and photos. A boundary road of BLM WC inventory units receive mechanical maintenance as needed to provide for relatively regular and continuous use.

Second, BLM’s OR-034-007 includes certain public lands located south of the south boundary of ONDA’s proposed WSA Addition. A segment of ONDA’s south boundary associated with public lands of its proposed WSA Addition is the section line between sections 15 and 22 of T. 18 S., R. 37 E. . A section line is not a qualifying BLM WC inventory unit boundary feature. Thus, BLM’s OR-034-007 unit includes approximately 1,198 acres located south of – and contiguous with – ONDA’s proposed WSA Addition. Where OR-034-007 is contiguous with the south boundary of ONDA’s proposed WSA Addition is a very narrow strip of public land which extends south to the rest of this current BLM OR-034-007 unit.

A couple of final notes relative to those public lands within ONDA’s Beaver Dam Creek proposed WSA Addition, at large. First, this 2010-2011 WC inventory maintenance concludes that the BLM 2007 3-4004 Sheep Rock unit portion of ONDA’s proposed WSA Addition presently possesses the same boundary features as identified in 2007 by BLM (and is located adjacent to the existing Beaver Dam Creek WSA and partially to the current OR-034-007 WC

inventory unit); and, as a result, is presently of a roadless public land area of insufficient acreage and does not possess any other qualifying attributes so to meet any WC size criteria. Thus, the roadless area has not been assigned a WC identifier unique to it, but rather has a current WC inventory maintenance identifier common to all public lands within Malheur Resource Area (034) which have not met any size criteria (999) (thus, is OR-034-999). Second, BLM notes that ONDA's display/non-display of some routes and/or the labeling/non-labeling of certain vehicle routes are not the same or consistent between its submitted hard copy map versus its submitted electronic map version of its Beaver Dam Creek proposed WSA Addition. For purposes of this 2010-2011 BLM WC inventory maintenance, BLM distinguishes herein only differences BLM has with ONDA relative to route identification/placement which – as a result – contributes significantly to a different WC criteria conclusion than does ONDA.

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

1. Is the unit of sufficient size?

Yes X No

Description: Refer to this inventory unit's associated Map 1 for its location and boundary features. This OR-034-007 unit has 10,519 acres of public land. Its boundary features are private land parcels and BLM road 7350-00 on its west side; BLM road 7352-00, County road 538 and private land parcels on its northeast and east sides; and a private land parcel at the unit's southernmost tip.

OR-034-007 includes – but is not limited to -- the following 2007 BLM WC inventory units: 3-4005 Mouse Spring; 3-4006 Hunter Creek; 3-4007 West Fork Bendire; and 3-4008 Jerry Canyon. The sum total of these four 2007 units is 9,321 acres. The four motorized vehicle routes which separate these four 2007 units from each other as identified under this 2010-2011 WC inventory maintenance for OR-034-007 are labeled as 034-RT61, 034-RT62, 034-RT63, and 034-RT64. Each of these four routes are determined to be motorized primitive trails (MPTs), as are the identified dead-end (aka cherry-stem) routes 034-RT68, 034-RT 69, 034-RT 70, 034-RT 63, and 034-RT 73 of OR-034-007. Each of these labeled five 034-RT routes is also a MPT – as are the other accurately depicted (but unlabeled) routes within the bounds of OR-034-007. None of these nine 034-RT-labeled routes are known to be mechanically maintained so to provide for relatively regular and continuous use, and BLM presently does not intend to provide for mechanical maintenance so to provide for relatively regular and continuous travel on them in the future. Vehicle access to conduct any future BLM-approved maintenance to any present developments associated with these 034-RT and other routes within OR-034-007 can be achieved without conducting mechanical maintenance on them so to provide for relatively regular and continuous use.

For additional information about the BLM 7352-00 route, and about the above stated nine 034-RT routes, refer to this BLM OR-034-007's associated BLM Route Analysis forms

and their affiliated BLM Photo Point Maps/Photo Logs and photos. A boundary road of BLM WC inventory units receives mechanical maintenance as needed to provide for relatively regular and continuous use.

Additionally, as part of its total 10,519 acres, OR-034-007 includes approximately 1,198 acres located south of – and contiguous with -- BLM’s 2007 3-4008 Jerry Canyon inventory unit. See the “NOTE”, above, in this Form 2 for additional information and explanation.

2. Is the unit in a natural condition?

Yes X No N/A

Description: The unit’s elevations range from approximately 3,460 to 6,120 feet. The southern sector of the unit – the unit’s very narrow strip in section 22 and south of this strip -- has elevations between approximately 3,460 and 4,090 feet. The rest of the unit ranges from about 4,000 to 6,120 elevation feet. The unit’s southern sector includes a small peak at its east boundary and moderate to steep-rising terrain from the unit’s boundaries; it includes the uppermost forked reaches of a drainage that drains south. Vegetation in this southern sector is predominately sagebrush and both native and non-native grasses. Its southern-most area is the location of a 1966 disc-drilled and aerial seeding project (see the below paragraph). The rest of the unit is characterized by diverse terrain with multidirectional drainages; most of the topography is steep to very steep. With the 034-RT63 and 034-RT64 routes combined being basically east-west oriented MPTs, Jerry Canyon traverses the unit south of them, draining south, and Hunter Creek with its tributaries, located predominately north of these MPTs, drains generally east through this more northern portion of the inventory unit. The unit’s narrow north extent, located north of the 034-RT-61 MPT, is dominated by a rising, moderately sloped 6,127 foot hill. Unlike the unit’s southern sector, the unit’s area north of it has extensive terrain of dense stands of varied tree species (including juniper, Douglas fir, and softwood pines) broken with terrain of sagebrush and grasses. The area north of O34-RT61, however, is limited to sagebrush and mixed grasses.

Most of the inventory unit is within the 22,799 acre Castle Rock Area of Critical Environmental Concern (ACEC). Because of the diversity of habitats in close proximity, representatives of nearly two-thirds of the wildlife species associated with the 4.6 million acre planning area of the Vale District’s Southeastern Oregon Resource Management Plan (SEORMP) spend some time in this ACEC during the year. Relevant and important values identified with this ACEC are scenic, cultural, historic and wildlife habitat. High scenic values and diverse wildlife habitats are the ACEC values more so present within the OR-034-007 WC inventory unit.

Refer to OR-034-007’s associated Map 1 and Map 2 for human imprints within the unit. Updated inventory documentation since 2007 shows the unit has 13.5 miles of 11 MPTs, 11.5 miles of rangeland fence, 6 developed springs, and 6 earthen reservoirs. Near or abutting the unit’s west boundary road 7350-00 in its northwest and central area is visible

evidence of tree stumps from a 2004 48 acre and a 45 acre fuel thinning project; another 55 acre fuel thinning project remains evident in the unit’s central core. The fenced approximate half acre Agency Valley Cemetery is located in the southeastern-most corner of the unit (not depicted on Map 1). At the southern tip of the unit there remains no substantially visible contrasting evidence of the 1966 aerial seeding of non-native grasses and of a disc-drilled seeding of unknown species (approximately 200 acres of these two projects are within the inventory unit).

In 2007, since no WC inventory units of that time that now constitute OR-034-007 met size criteria, BLM did not document what human developments are present in those 2007 units. BLM’s current findings for OR-034-007 indicate a slight diffidence in the type of route determinations for three routes of BLM’s 2007 inventory. Presently, 034-RT 61 (ONDA’s north extension of its dead-end route “B18b” branching from OR-034-007’s west boundary road 7350-00), 034-RT62 (ONDA’s dead-end route “B9c” and “B9d” branching from OR-034-007’s northeast boundary road 7352-00), and 034-RT68 (ONDA’s “B9e” route that traverses the northernmost sector of OR-034-007) are determined by BLM to be MPTs (the same findings as ONDA in 2004) – rather than roads as BLM determined in 2007. Refer to the BLM route analysis forms for these three 034-RT routes for additional information. (These three MPTs are included in the sum 13.5 miles of 11 MPTs stated in the above paragraph.)

Overall, the limited extent, locations, distribution and nature of the human developments in OR-034-007 results in the inventory unit being affected primarily by the forces of nature with the imprint of humans being substantially unnoticeable to the average visitor. The unit is in a natural condition.

ONDA states of its Beaver Dam Creek proposed WSA Addition, “no unnatural developments were noted which demonstrated a substantial imprint of man’s work”. ONDA does not qualify or quantify what developments are present within its proposed WSA Addition – except for a “few ways” -- while concluding it “is almost completely natural and has been primarily affected by the forces of nature” and references four ONDA photos. With this current BLM wilderness characteristic inventory maintenance, BLM does not draw any conclusions regarding the natural condition of ONDA’s proposed WSA Addition.

3. Does the unit have outstanding opportunities for solitude?

Yes X No N/A

Description: In 2007, since none of the WC inventory units identified at that time (which presently are affected by this current OR-034-007 unit) met size criteria, no determinations were drawn for outstanding opportunities for solitude for any of those 2007 units.

With OR-034-007, there exists over the majority of the unit's area a diverse combination of elevations, varied topography, drainage patterns, and sufficient vegetative densities and/or height over the majority of the WC unit to allow for adequate screening between visitors so to provide outstanding opportunities for solitude. Outstanding opportunities are more so limited or not available where the WC unit narrows in configuration relative to those locations' topography and/or vegetation composition. Two areas in particular that possess such limitations are the southern-most sector of the unit and its associated very narrow neck of public land (in section 22) along the 7350-00 boundary road, and the northern-most sector of the unit where the inventory unit narrows and eventually terminates at the common junction of the 7350-00 and 7352-00 boundary roads.

For its Beaver Dam Creek proposed WSA Addition, ONDA limits discussion of topographic diversity as a factor for enhancing various outdoor recreation opportunities, while not specifically identifying topography as an element affecting opportunities for solitude. With this current BLM wilderness characteristic inventory maintenance, BLM does not draw any conclusions regarding outstanding opportunities for solitude within ONDA's proposed WSA Addition.

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

Yes X No N/A

Description: In 2007, since none of the WC inventory units identified at that time (which presently are affected by this current OR-034-007 unit) met size criteria, no determinations were drawn for outstanding opportunities for primitive and unconfined recreation for any of those 2007 units.

The southern-most sector of the unit (south of and including section 22) more so possesses limited attractions or features to draw recreating visitors. Much of the remainder of the inventory unit offers a notable variety of outdoor recreation opportunities, with those opportunities being enhanced, in part, by the presence of the diverse physical and vegetative properties of the Hunter and Jerry Creek watersheds. Recreation activities within this area of the unit include numerous opportunities for hiking and sightseeing, and for photography of its zoological, botanic and scenic attractions. The area is also noted for good hunting opportunities of deer and elk. No one of these recreation activities is outstanding in quality; however, in combinations, the activities provide outstanding opportunities for primitive and unconfined recreation.

ONDA states that its proposed WSA Addition provides outstanding opportunities for hiking, backpacking, and general nature study, especially when the area is combined with the adjacent Beaver Dam Creek WSA. Further, ONDA states diversity of flora and fauna of its proposed WSA Addition provides outstanding opportunities for wildlife watching, botany and photography. With this current BLM wilderness characteristic inventory maintenance, BLM does not draw any conclusions regarding outstanding opportunities for primitive and unconfined recreation within ONDA's proposed WSA Addition.

5. Does the unit have supplemental values?

Yes X No N/A

Description: All but a small portion of the eastern-most extent of OR-034-007 is within the Castle Rock ACEC. Relevant and important values of the ACEC are scenic, cultural, historic and wildlife habitat.

ONDA states that BLM’s 2002 SEORMP indicates the presence of sage grouse leks within its Beaver Dam Creek proposed WSA Addition. The SEORMP – and BLM’s updated data since the RMP -- does not, to date, document the presence of sage grouse leks within the area of ONDA’s proposed WSA Addition.

ONDA states it observed sage grouse within its proposed WSA Addition. While not provided any specific location of the bird’s observation, and noting that the proposed WSA Addition includes public lands outside of OR-034-007, BLM acknowledges that the species may be present within the area of OR-034-007.

ONDA states that views of valleys, distant hills, and Castle Rock provide outstanding supplemental values. Observable viewsheds or landscapes from within a given BLM WC inventory unit that are located outside of that WC inventory unit, while perhaps noteworthy, do not constitute a wilderness supplemental value of the given unit, since supplemental values are limited to features located only within that given unit. The presence of a given BLM WC inventory unit is not a premise – in of itself -- by which BLM can respectively prescribe management direction for features located outside of that given inventory unit.

ONDA states that its proposed Beaver Dam Creek proposed WSA Addition “may provide habitat for 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 White-tailed Antelope Squirrel was 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 Ferruginous Hawk, Pygmy Rabbit, and White-tailed Antelope Squirrel; however, neither ONDA nor any other entity has provided BLM with official documentation confirming the presence of these species within this inventory unit.

Summary of Findings and Conclusion

Unit Name and Number: OR-034-007 — West Fork Bendire

Summary Results of Analysis:

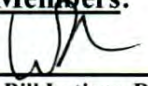

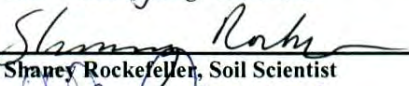
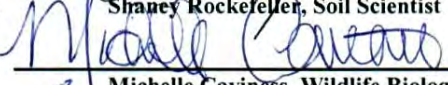
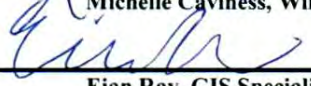
- 1. Does the area meet any of the size requirements? Yes No
- 2. Does the area appear to be natural? Yes No
- 3. Does the area offer outstanding opportunities for solitude or a primitive and unconfined type of recreation? Yes No NA
- 4. Does the area have supplemental values? Yes No NA

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>1/4/12</u>
Bill Lutjens, Rangeland Management Specialist	Date
<u></u>	<u>1/11/12</u>
Dan Thomas, Range Technician	Date
<u></u>	<u>1/2/12</u>
Shaney Rockefeller, Soil Scientist	Date
<u></u>	<u>1/4/12</u>
Michelle Caviness, Wildlife Biologist	Date
<u></u>	<u>1-4-12</u>
Eian Ray, GIS Specialist, contractor	Date

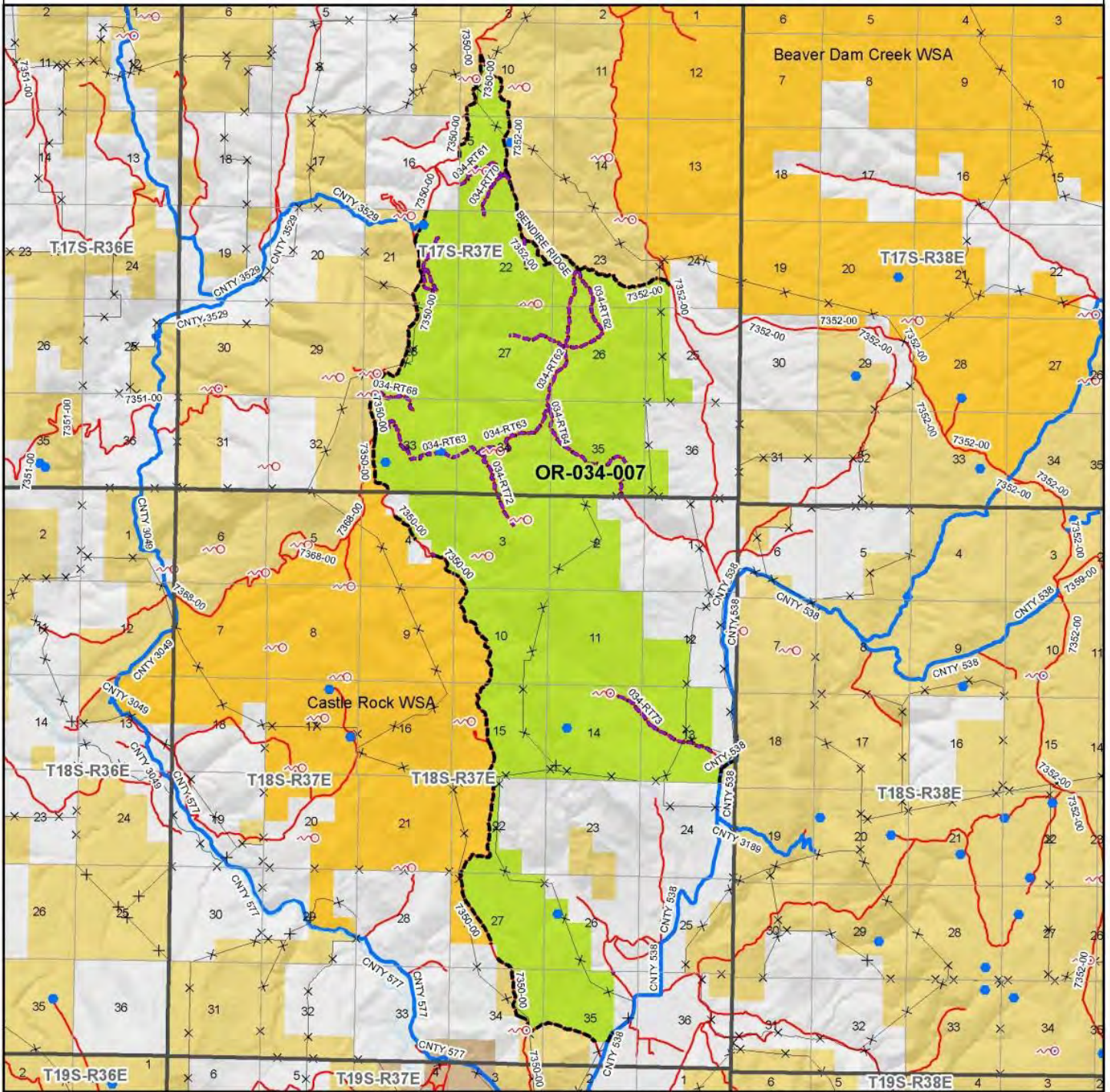
Approved by:

 1/17/12
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.

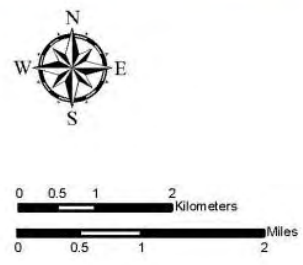
Wilderness Characteristics - Overview

West Fork Bendire - OR-034-007 - Map 1 of 2



Legend

	Routes - Outside Wild Char Unit
	Land Ownership



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



VALE DISTRICT
August 3, 2010

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

--FINAL--

Wilderness Characteristics - BLM Photo Points Photo Log
 West Fork Bendire - OR-034-007 - Sheet 2 of 2
 August 2, 2010

PHOTO_LOCATION*	DIRECTION	PHOTO_TYPE	PHOTO_DATE	COMMENTS
034-RT69-A	NW	Route	20090710	Side cut.
034-RT69-A	SE	Route	20090710	Side cut.
034-RT69-B	W	Route	20090710	Side cut, tree growing in route.
034-RT69-B	E	Route	20090710	Side cut.
034-RT69-C	N	Route	20090710	Gate
034-RT69-C	S	Route	20090710	Back
034-RT68-A	E	Route	20090710	Large rocks moved off route. Sm berm.
034-RT68-A	W	Route	20090710	Large rocks moved off route. Sm berm.
034-RT68-B	E	Route	20090710	Large rocks moved off route.
034-RT68-B	W	Route	20090710	Rocky berms.
034-RT68-C	S	Route	20090710	Berms.
034-RT68-C	N	Route	20090710	Berms.
034-RT68-D	S	Route	20090710	No evidence of construction or maintenance.
034-RT68-D	N	Route	20090710	No evidence of construction or maintenance.
034-RT75-A	S	Route	20090710	No evidence of construction or maintenance.
034-RT75-A	N	Route	20090710	No evidence of construction or maintenance.
034-RT75-B	S	Route	20090710	No evidence of construction or maintenance.
034-RT75-B	N	Route	20090710	No evidence of construction or maintenance.
034-RT61-A	NW	Route	20090710	Side cut, berm.
034-RT61-A	SE	Route	20090710	Side cut, berm.
034-RT61-B	W	Route	20090710	Side cut, berm.
034-RT61-B	E	Route	20090710	Side cut, berm.
034-RT61-C	W	Route	20090710	Side cut.
034-RT61-C	E	Route	20090710	Side cut.
034-RT61-D	W	Route	20090710	Side cut.
034-RT61-D	E	Route	20090710	Side cut.
7352-00-E	NW	Route	20090710	Side cut, recent tracks, berm, graded.
7352-00-E	SE	Route	20090710	Side cut, recent tracks, berm, graded.
7352-00-F	W	Route	20090710	Side cut, berm.
7352-00-F	E	Route	20090710	Side cut, berm.
7352-00-G	N	Route	20090710	Side cut, berm.
7352-00-G	S	Route	20090710	Side cut, berm.
7352-00-H	N	Route	20090710	Double berm.
7352-00-H	S	Route	20090710	Double berm.
7352-00-I	N	Route	20090710	Side cut, berm.
7352-00-I	S	Route	20090710	Side cut, berm.
7352-00-J	N	Route	20090710	Side cut, berm.
7352-00-J	S	Route	20090710	Side cut, berm.
034-RT62-A	N	Route	20090710	Side cut.
034-RT62-A	S	Route	20090710	No evidence of construction or maintenance.
034-RT62-B	N	Route	20090710	4-wheeler tracks.
034-RT62-B	S	Route	20090710	No evidence of construction or maintenance.
034-RT62-C	N	Route	20090710	Side cut, 4-wheeler tracks.
034-RT62-C	S	Route	20090710	Black piping.
034-RT62-D	E	Route	20090710	No evidence of construction or maintenance.
034-RT62-D	W	Route	20090710	No evidence of construction or maintenance.
034-RT62-E	NE	Route	20090710	No evidence of construction or maintenance.
034-RT62-E	SW	Route	20090710	No evidence of construction or maintenance.
034-RT62-F	N	Route	20090710	Large rocks moved to side of route.
034-RT62-F	S	Route	20090710	No evidence of construction or maintenance.
034-RT62-G	N	Route	20090710	No evidence of construction or maintenance.
034-RT62-G	S	Route	20090710	No evidence of construction or maintenance.
034-RT62-H	N	Route	20090710	No evidence of construction or maintenance.
034-RT62-H	S	Route	20090710	No evidence of construction or maintenance.
034-RT63-A	E	Route	20090710	Small rocky berm.
034-RT63-A	W	Route	20090710	Small rocky berm.
034-RT63-B	S	Route	20090710	Small berm on West side of route.
034-RT63-B	N	Route	20090710	Small berm on West side of route.
034-RT63-C	E	Route	20090710	Small berm.
034-RT63-C	W	Route	20090710	Small berm.
034-RT63-D	SE	Route	20090710	Side cut.
034-RT63-D	NW	Route	20090710	Small berm.
034-RT63-E	E	Route	20090710	No evidence of construction or maintenance.
034-RT63-E	W	Route	20090710	No evidence of construction or maintenance.
034-RT63-F	W	Route	20090710	4-wheeler tracks.
034-RT63-F	E	Route	20090710	No evidence of construction or maintenance.
034-RT63-G	E	Route	20090710	No evidence of construction or maintenance.
034-RT63-G	W	Route	20090710	No evidence of construction or maintenance.
034-RT63-H	NE	Route	20090710	No evidence of construction or maintenance.
034-RT63-H	SW	Route	20090710	No evidence of construction or maintenance.
7352-00-A	W	Route	20090710	Side cut, berms.
7352-00-A	E	Route	20090710	Side cut, berms.
7352-00-B	W	Route	20090710	Side cut.
7352-00-B	E	Route	20090710	Side cut.
7352-00-C	NW	Route	20090710	Side cut.
7352-00-C	SE	Route	20090710	Side cut.
7352-00-D	NW	Route	20090710	Side cut.
7352-00-D	SE	Route	20090710	Side cut.
7352-00-K	N	Route	20090710	Side cut, berm.
7352-00-K	S	Route	20090710	Side cut, berm.
7352-00-L	N	Route	20090710	Small berms.
7352-00-L	S	Route	20090710	Small berms.
7352-00-M	N	Route	20090710	Side cut, berms.
7352-00-M	S	Route	20090710	Side cut, berms.
7352-00-N	NW	Route	20090710	Side cut, berms.
7352-00-N	SE	Route	20090710	Side cut, berms.
034-RT64-A	SE	Route	7/22/09	Side cut. Route washed out.
034-RT64-A	NW	Route	7/22/09	Side cut.
034-RT64-B	SE	Route	7/22/09	Route completely washed out but passable.
034-RT64-B	NW	Route	7/22/09	Side cut.
034-RT64-C	SE	Route	7/22/09	Route washed out, inaccessible. Unmovable boulder in route.
034-RT64-C	NW	Route	7/22/09	Side cut.
034-RT73-A	NW	Route	7/22/09	Front.
034-RT73-A	SE	Route	7/22/09	Back.
034-RT73-B	NW	Route	7/22/09	Rocks moved off route.
034-RT73-B	SE	Route	7/22/09	2-track.
034-RT73-C	NW	Route	7/22/09	End of route. Disappears into grass.
034-RT73-C	SE	Route	7/22/09	End of route looking 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-RT61-A-NW.JPG



034-RT61-A-SE.JPG



034-RT61-B-E.JPG



034-RT61-B-W.JPG



034-RT61-C-E.JPG



034-RT61-C-W.JPG



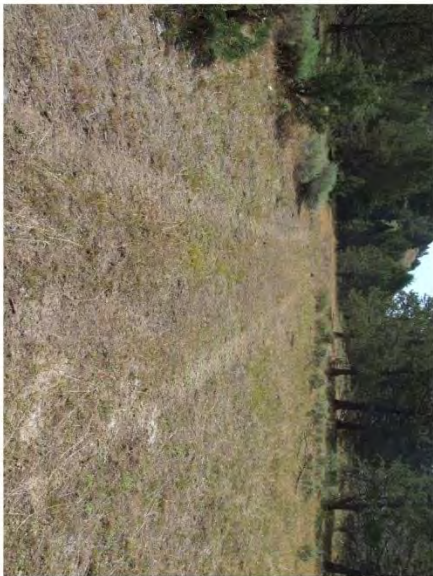
034-RT61-D-E.JPG



034-RT61-D-W.JPG



034-RT62-A-N.JPG



034-RT62-A-S.JPG



034-RT62-B-N.JPG



034-RT62-B-S.JPG



034-RT62-C-N.JPG



034-RT62-C-S.JPG



034-RT62-D-E.JPG

West Fork Bendire OR-034-007



034-RT62-D-W.JPG



034-RT62-E-NE.JPG



034-RT62-E-SW.JPG

Wilderness Inventory Unit



034-RT62-F-N.JPG



034-RT62-F-S.JPG



034-RT62-G-N.JPG



034-RT62-G-S.JPG



034-RT62-H-N.JPG



034-RT62-H-S.JPG



034-RT63-A-E.JPG



034-RT63-A-W.JPG



034-RT63-B-N.JPG



034-RT63-B-S.JPG



034-RT63-C-E.JPG



034-RT63-C-W.JPG



034-RT63-D-NW.JPG



034-RT63-D-SE.JPG



034-RT63-E-E.JPG



034-RT63-E-W.JPG



034-RT63-F-E.JPG



034-RT63-F-W.JPG



034-RT63-G-E.JPG



034-RT63-G-W.JPG



034-RT63-H-NE.JPG



034-RT63-H-SW.JPG



034-RT64-A-NW.JPG



034-RT64-A-SE.JPG



034-RT64-B-NW.JPG



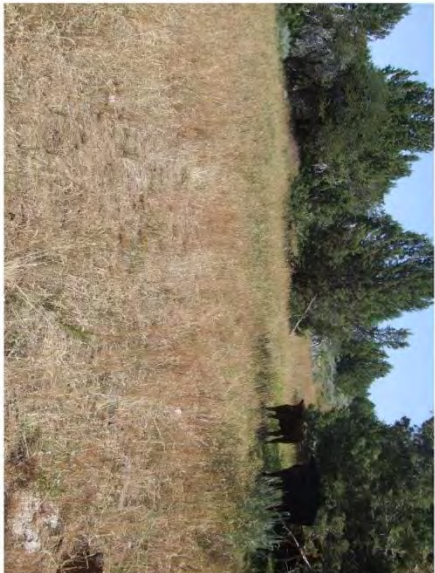
034-RT64-B-SE.JPG



034-RT64-C-NW.JPG



034-RT64-C-SE.JPG



034-RT68-B-E.JPG



034-RT68-C-S.JPG

OR-034-007 West Fork Bendire Page 6



034-RT68-A-E.JPG



034-RT68-B-W.JPG



034-RT68-D-N.JPG



034-RT68-A-W.JPG



034-RT68-C-N.JPG



034-RT68-D-S.JPG



034-RT69-A-NW.JPG



034-RT69-A-SE.JPG



034-RT69-B-E.JPG



034-RT69-B-W.JPG



034-RT69-C-N.JPG



034-RT69-C-S.JPG



034-RT73-A-NW.JPG



034-RT73-A-SE.JPG



034-RT73-B-NW.JPG



034-RT73-B-SE.JPG



034-RT75-A-N.JPG



034-RT75-B-S.JPG



034-RT73-C-NW.JPG



034-RT75-A-S.JPG



7352-00-A-E.JPG



034-RT73-C-SE.JPG



034-RT75-B-N.JPG



7352-00-A-W.JPG



7352-00-B-E.JPG



7352-00-C-SE.JPG



7352-00-E-NW.JPG



7352-00-B-W.JPG



7352-00-D-NW.JPG



7352-00-E-SE.JPG



7352-00-C-NW.JPG



7352-00-D-SE.JPG



7352-00-F-E.JPG



7352-00-F-W.JPG



7352-00-G-N.JPG



7352-00-G-S.JPG



7352-00-H-N.JPG



7352-00-H-S.JPG



7352-00-I-N.JPG



7352-00-I-S.JPG



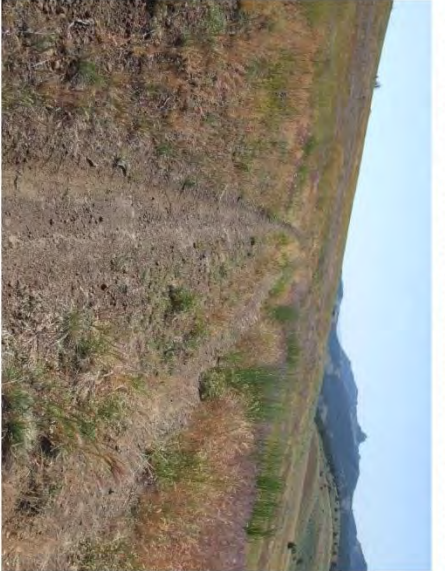
7352-00-J-N.JPG



7352-00-J-S.JPG



7352-00-K-N.JPG



7352-00-K-S.JPG



7352-00-L-N.JPG



7352-00-L-S.JPG



7352-00-M-N.JPG



7352-00-M-S.JPG



7352-00-N-NW.JPG



7352-00-N-SE.JPG

WILDERNESS CHARACTERISTICS INVENTORY

APPENDIX C – ROUTE ANALYSISⁱ

(Factors to consider when determining whether a route is a roadⁱⁱ for wilderness characteristics inventory purposes.)

Wilderness Characteristics Inventory Area Unique Identifier: OR-034-007 – West Fork Bendire

NOTE: This unit is affected by ONDA’s Beaver Dam Creek Addition proposed WSA.

Route or Route Segmentⁱⁱⁱ Name and/or Identifier: 7352-00

(Include Transportation Plan Identifier, if known, and include route number supplied by citizen information, when available.)

NOTES:

1. ONDA’s 2004 report submitted to Vale District addresses this route as a combination of “B9a” and “B9b”, displayed on its map of its proposed WSA as a motorized vehicle “way” (i.e., what BLM terms a motorized primitive trail [MPT] for this wilderness characteristics inventory maintenance).
2. BLM’s 2007 wilderness characteristics inventory identifies the currently evaluated section of 7352-00 for this report, but labels/identifies it the same as ONDA’s identifiers of “B9b” as associated with BLM’s 2007 1,355 acre West Fork Bendire (3-4007) inventory unit and its 2007 2,367 acre Sheep Rock unit (3-4004), and as “B9a” with three 2007 units: its 2,774 acre Hunter Creek unit (3-4006), its 2007 265 acre Mouse Spring unit (3-4005) and its 3-004 Sheep Rock unit. The 2007 BLM inventory identifies these routes as boundary roads for these inventory units. BLM has a specific 2007 inventory map which displays these routes for each of these 2007 BLM units, and a 2007 wilderness characteristics inventory report document specific to the Sheep Rock unit. However, the West Bendire, Hunter Creek and Mouse Spring 2007 inventory units are collectively addressed in BLM’s inventory report titled “Jerry Canyon, Hunter Creek, West Fork Bendire, and Mouse Spring Units/ONDA’s Beaver Dam Creek Addition, within North Fork Malheur Geographic Management Area”. For all of these BLM routes described above, BLM in 2007 concluded each to be a mechanically maintained road for relatively regular use; there are no known 2007 BLM route analysis forms completed for them – individually or collectively.
3. On July 21, 2010 certain members of the BLM Vale District’s interdisciplinary team (IDT) for Malheur Resource Area (MRA) met to discuss various vehicular routes associated with certain 2007 BLM WC inventory (WC) units within the North Fork Malheur Geographic Management Area (GMA) and other nearby WC inventory units within MRA. The IDT members drew conclusions of types of motorized vehicle routes they reviewed. Applicable IDT determinations affecting this current BLM 7352-00 route are reflected in this Route Analysis form. Additional information is in the August 17, 2010 final document, “Approved Notes of Wilderness Characteristics (WC) Meeting—Vehicle Routes Review of Certain WC Inventory Units Associates with North Fork Malheur and Bull Creek GMAs in Malheur RA”, a copy which is retained in Vale District’s Wilderness Characteristics Inventory Maintenance files (hard and electronic copies).

I. LOCATION:

Refer to associated map, titled “Wilderness Characteristics – BLM Photo Points, West Fork Bendire – OR-034-007”, its associated corporate data (GIS), and photos and associated photo log. The map depicts 14 photo points along 7352-00, where a total of 28 photos were taken on July 10, 2009. These documents and photos are retained in this OR-034-007 inventory unit’s permanent hard copy file and electronic file.

In 2004 ONDA submitted to BLM one photo (QB032) of its “B9a” vehicular “way” for its proposed WSA, located at its junction with its labeled “B18c” road (a.k.a., BLM’s 7350-00 [Castle Rock] road); otherwise, no other photos are provided for either its “B9a” way or its “B9b” route (which ONDA for its “B9b” declared to be “unk” [route type is identified as unknown]). Combined, ONDA’s “B9a” and “B9b” represent the segment of BLM 7352-00 being evaluated in this road analysis report. Copies of ONDA’s QB032 photo, its affiliated Photo Log and other applicable information are retained in current Vale District BLM wilderness characteristics inventory files (electronic and/or hard copy).

Describe: The route is located within sections 10, 15, 22 and 23 of T. 17S., R. 37E. of the current OR-034-007 West Fork Bendire WC inventory unit. Its north terminus is its junction with BLM’s current 7350-00 road. Its south terminus is its junction with BLM 034-RT91 (part of the west boundary road for BLM’s existing Beaver Dam Creek Wilderness Study Area).

II. ROUTE CONTEXT

- A. Current Purpose^{iv} (if any) of Route:** (Examples: Rangeland/Livestock Improvements (stock tank, developed spring, reservoir, fence, corral), Inholdings (ranch, farmhouse), Mine Site, Concentrated Use Site (camp site), Recreation, Utilities (transmission line, telephone, pipeline), Administrative (project maintenance, communication site, vegetation treatment)).

Describe: This BLM 7352-00 route is traveled as a through connector between BLM road 7350-00 and a private land parcel located in Section 24, T.17S., R.37E., and as access from the north for several other motorized primitive trails (MPTs) within this OR-034-007 inventory unit – including 034-RT61, 034-RT62, 034-RT63, 034-RT64, 034-RT70, 034-RT72, and 034-RT 75. The route provides access for the recreating public (hunting and other dispersed activities including hiking and undeveloped camping), to livestock rangeland improvements (developed springs and earthen reservoirs—along 7352-00 itself and certain of the above stated MPTs), and for other rangeland management activities performed by both BLM and livestock operators.

B. Right-of-Way (ROW):

1. Is there a ROW associated with this route?

Yes ___ No **X** Unknown ___

2. If yes, what is the stated purpose of the ROW?

3. Is the ROW still being used for this purpose?

Yes ___ No ___ Unknown or N/A **X**

Explain:

III. WILDERNESS INVENTORY ROAD CRITERIA**A. Evidence of construction or improvement using mechanical means:**

Yes **X** (if either A.1 or A.2 is checked “yes” below)

No _____ (if both A.1 and A.2 are checked “no” below)

1. Construction: (Is there evidence that the route or route segment was originally constructed using mechanical means?) Yes **X** No ___

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

Describe: Date of construction is unknown. In the 1970’s, BLM identified this route as a road boundary between two initial roadless areas identified as OR-03-02-27 and OR-03-02-32 (Hunter Creek). As stated above under “NOTES”, in 2007 BLM identified the route as a road separating various 2007 BLM wilderness characteristics inventory units.

2. Improvements: (Is there evidence of improvements using mechanical means to facilitate access?) Yes ___ No **X**. If yes”: by Hand Tools ___ by Machine ___

Examples: Culverts ___ Hardened Stream Crossings ___ Bridges ___ Drainage ___
Barriers ___ Other ___

Describe: There is no evidence of improvements.

- B. Maintenance:** (Is there evidence of maintenance that would ensure *relatively* regular and continuous use?): Yes _____ (if either **B.1** or **B.2** is checked “yes” below)
No X (if both **B.1** and **B.2** are checked “no” below)

1. Is there Evidence or Documentation of Maintenance using hand tools or machinery?

Yes _____ No X

If — “yes”: by Hand Tools _____ by Machine _____

Explain: The route is in reasonable condition, although there is much evidence of vegetation on the travel surface of certain locations along the route (see BLM photos on record for this route). Likely, due to the nature of the terrain it traverses, the route has been passable by a high clearance vehicle without need to conduct mechanical maintenance.

2. If the route or route segment is in good^v condition, but there is no evidence of maintenance, would mechanical maintenance with hand tools or machines be approved by BLM to meet the purpose(s) of the route in the event this route became impassable?

Yes X No _____

Explain: The route is passable with no evidence of mechanical maintenance actions along it. Short and long term, the route would most likely remain passable without any mechanical maintenance required. However, BLM would authorize mechanical maintenance of the route if necessary to provide reasonable access to private land located very close to its southern terminus end and to allow for a primary route to access the numerous affiliated, some which provide access to or nearby existing rangeland improvements.

- C. Relatively regular and continuous use: (Does the route or route segment ensure relatively regular and continuous use?)** Yes X No _____

Describe evidence (e.g., direct, vehicles or vehicle tracks observed, or indirect, evidence of use associated with purpose of the route such as maintenance of facility that route accesses) and other rationale for whether use has occurred and will continue to occur on a *relatively* regular basis (i.e., regular and continuous use relative to the purpose(s) of the route). ^{vi}

Repeated use of the route does occur, and is determined regular and continuous relative to the route’s purpose as described above.

IV. CONCLUSION:


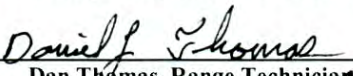
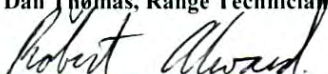
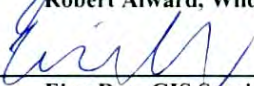
Does the route or route segment^{vii} meet the definition of a wilderness inventory road (i.e., are items III.A and III.B and III.C all checked yes)?

Yes X (Wilderness Inventory Road for inventory purposes)
 No (Not a road for wilderness inventory purposes)

Explanation: For reasons described above, the route does meet the definition of road. The BLM Vale District 1978 WC inventory indicates the presence of this route as a road, and as a boundary feature separating the then identified WC inventory areas of OR-03-02-32 and OR-03-02-27 . The 2007 BLM Vale District WC inventory update affecting the North Fork Malheur Geographic Management Area (GMA) concluded this route to be a road (and served as a boundary feature separating the 2007 Jerry Canyon and Hunter Creek WC inventory units). On July 21, 2010 members of the BLM Vale District’s Malheur Resource (MRA) interdisciplinary team (IDT) met to review and determine the status of this and certain other motorized vehicle routes in numerous locations within the North Fork Malheur GMA. The IDT was aware of the 2007 route determination.

In 2004, ONDA identified 7352-00 as a vehicular way (or what Vale District labels as a motorized primitive trail (MPT).

Evaluator(s):

 Shaney Rockefeller, Wild Horse Management Specialist	1/2/12 Date
 Dan Thomas, Range Technician	12/19/11 Date
 Robert Alward, Wilderness Planner, contractor	12/21/11 Date
 Eian Ray, GIS Specialist, contractor	12-21-11 Date

ⁱ -- 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 1610.5-3.

ⁱⁱ -- 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.

- iii -- If a portion of a route is found to meet the wilderness inventory road criteria (see Part III) and the remainder does not meet these criteria (e.g., a cherrystem road with a primitive route continuing beyond a certain point), identify each segment and explain the rationale for the separate findings under pertinent criteria.
- iv -- The purpose of a route is not a deciding factor in determining whether a route is a road for wilderness characteristics inventory purposes. The purpose of a route does provide context for factors on which such a determination may be based, particularly the question of whether maintenance of the route ensures relatively regular and continuous use. The purpose also helps to determine whether maintenance that may so far have been unnecessary to ensure such use would be approved by BLM when the need arises.
- v -- Good condition would be a condition that ensures regular and continuous use relative to the purposes of the route. Consider whether the route can be clearly followed in the field over its entire course and whether all or any portion of the route contains any impediments to travel.
- vi -- Include estimate of travel rates for the stated purposes, e.g., trips/day or week or month or season or year or even multiple years in some facility maintenance cases.
- vii -- If part of the route meets the wilderness inventory road definition and the remainder does not, describe the segment meeting the definition and any remaining portion not meeting the definition and why.

WILDERNESS CHARACTERISTICS INVENTORY

APPENDIX C – ROUTE ANALYSISⁱ

(Factors to consider when determining whether a route is a roadⁱⁱ for wilderness characteristics inventory purposes.)

Wilderness Characteristics Inventory Area Unique Identifier: OR-034-007 – West Fork Bendire

NOTE: This unit is affected by ONDA’s Beaver Dam Creek Addition proposed WSA.

Route or Route Segmentⁱⁱⁱ Name and/or Identifier: 034-RT61

(Include Transportation Plan Identifier, if known, and include route number supplied by citizen information, when available.)

NOTES:

1. ONDA’s 2004 report submitted to Vale District addresses this route as “B9e”, displayed on its map of its proposed WSA as a motorized vehicle “way” (i.e., what BLM terms a motorized primitive trail (MPT) for this wilderness characteristics inventory maintenance).

2. BLM’s 2007 wilderness characteristics inventory identifies this same route as a road, labeled “B9e” -- the same as ONDA’s route identifier – which serves as the boundary between two 2007 BLM WC inventory units: the 265 acre Mouse Spring (3-4005) and the 2,774 acre Hunter Creek (3-4006). BLM has a specific 2007 inventory map for each of these inventory units; however, BLM’s 2007 inventory information for this unit is included in BLM’s 2007 document titled “Jerry Canyon, Hunter Creek, West Fork Bendire, and Mouse Spring Units/ONDA’s Beaver Dam Creek Addition, within North Fork Malheur Geographic Management Area”. In that document, BLM concludes “B9e” is a mechanically maintained road for relatively regular use. There is no known BLM route analysis form for this “B9e” route.

3. On July 21, 2010 certain members of the BLM Vale District’s interdisciplinary team (IDT) for Malheur Resource Area (MRA) met to discuss various vehicular routes associated with certain 2007 BLM WC inventory (WC) units within the North Fork Malheur Geographic Management Area (GMA) and other nearby WC inventory units within MRA. The IDT members drew conclusions of types of motorized vehicle routes they reviewed. Applicable IDT determinations affecting this current 034-RT61 route are reflected in this Route Analysis form. Additional information is in the August 17, 2010 final document, “Approved Notes of Wilderness Characteristics (WC) Meeting—Vehicle Routes Review of Certain WC Inventory Units Associates with North Fork Malheur and Bull Creek GMAs in Malheur RA”, a copy which is retained in Vale District’s Wilderness Characteristics Inventory Maintenance files (hard and electronic copies).

I. LOCATION:

Refer to associated map, titled “Wilderness Characteristics – BLM Photo Points, West Fork Bendire – OR-034-007”, its associated corporate data (GIS), and photos and associated photo log. These documents and photos are retained in this OR-034-007 inventory unit’s permanent hard copy file and electronic file. The 2010 BLM map depicts 4 photo points with 8 photos on public lands along 034-RT61. The photos were taken on July 10, 2009. The public land’s segment of the route (i.e., 0334-RT-61) is fully within section 15 of T.17S., R37E. From its east’s junction with BLM’s 7352-00 (determined a road by BLM in both 20007 and 2010), the short route goes west to a private land parcel. On the private land parcel the route junctions with another road identified as 7350-00.

In 2004 ONDA submitted to BLM its map of its proposed WSA which depicts 3 photo points associated with its “B9e” vehicular “way”; one of these is located on public land. ONDA’s single public land photo point on the route is at approximately a quarter’s distance of the total length of the route’s length that is on public land. At this photo point on public land, BLM received from ONDA three photos, two which depict the route (the third is a landscape photo with no route features on it). ONDA’s other two photo points on its “B9e” vehicular “way” are located on private land – BLM received three photos which were taken at these two points, two which are of its “B9e” vehicular “way” and one of associated landscape. Note that ONDA’s map for its proposed WSA identifies a total of 9 photos taken along its “B9e” vehicular “way”; however, as described above, BLM received 6 of the 9 photos. Copies of ONDA’s photos, their affiliated Photo Log and other applicable information are retained in current Vale District BLM wilderness characteristics inventory files (electronic and/or hard copy).

II. ROUTE CONTEXT

- C. **Current Purpose^{iv} (if any) of Route:** (Examples: Rangeland/Livestock Improvements (stock tank, developed spring, reservoir, fence, corral), Inholdings (ranch, farmhouse), Mine Site, Concentrated Use Site (camp site), Recreation, Utilities (transmission line, telephone, pipeline), Administrative (project maintenance, communication site, vegetation treatment)).

Describe: Route 034-RT61 provides access to the developed Mouse Spring (developed in 1965) and associated earthen-constructed Little Mouse reservoir, and probable that its original construction was associated with the establishment of these two rangeland developments. BLM photos 034-RT61-D-E and 034-RT61D-W3 – taken July 10, 2009 - - shows a temporary rangeland fence along the route’s edge. This fence was constructed as part of a post-wildland fire rehabilitation project and has since been removed. Vehicle travel from the east to access the private land parcel in section 16, T. 17S. R. 37 E. is not required because the same short route continues west, traversing the private parcel, to where it junctions with the existing north-south oriented 7350-00 road through the same section 16. Currently, the route on public land is likely traveled by hunters, possibly associated vehicle-supported dispersed camping activities, and for rangeland management activities performed by both BLM and livestock operators.

D. Right-of-Way (ROW):

1. Is there a ROW associated with this route?
Yes ___ No **X** Unknown ___
2. If yes, what is the stated purpose of the ROW?
3. Is the ROW still being used for this purpose?
Yes ___ No ___ Unknown or N/A **X**

Explain:

III. WILDERNESS INVENTORY ROAD CRITERIA**D. Evidence of construction or improvement using mechanical means:**

Yes **X** (if either A.1 or A.2 is checked “yes” below)
No _____ (if both A.1 and A.2 are checked “no” below)

- 1. Construction:** (Is there evidence that the route or route segment was originally constructed using mechanical means?) Yes **X** No _____

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

Describe: Although no specific date of construction is known, the route was likely developed in 1965 for development of Mouse Spring and its affiliated earthen reservoir. In the 1970’s during BLM’s initial WC inventory, BLM determined the route was not a road for the purpose of defining a roadless area; rather, it was included as part of a larger initial WC inventory unit identified as OR-03-02-32. In 2007, the BLM Vale District delineated on map the route as a road in its WC inventory update for the North Fork Malheur GMA – it separated the 2007 WC inventory units 3-4005 (Mouse Spring) and 3-4006 (Hunter Creek). As stated above under “NOTES”, there is no known route analysis form completed before now for this route.

- 2. Improvements:** (Is there evidence of improvements using mechanical means to facilitate access?) Yes ___ No **X**. If yes?: by Hand Tools ___ by Machine _____

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

Describe: There is no evidence of improvements.

Repeated use of the route does occur, but is notably seasonal in nature by the recreating public, and is not conducted on a regular and continuous manner for administrative purposes (see above). Maintenance (if any) of the spring or reservoir is not regular; thus, not requiring regular vehicular access, or vehicle access necessitating mechanical maintenance measures to be performed on the route.

IV. CONCLUSION:

Does the route or route segment^{vii} meet the definition of a wilderness inventory road (i.e., are items III.A and III.B and III.C all checked yes)?

Yes _____ (Wilderness Inventory Road for inventory purposes)
 No X (Not a road for wilderness inventory purposes)

Explanation: For reasons described above, the 034-RT61 route does not meet the definition of road. The BLM Vale District 1970’s WC inventory did not indicate the presence of this route as a road. The 2007 BLM Vale District WC inventory update affecting the North Fork Malheur Geographic Management Area (GMA) concluded this route to be a road (and served as a boundary feature separating the 2007 Mouse Spring and Hunter Creek WC inventory units). On July 21, 2010 members of the BLM Vale District’s Malheur Resource (MRA) interdisciplinary team (IDT) met to review and determine the status of this and certain other motorized vehicle routes in numerous locations within the North Fork Malheur GMA. The IDT was aware of the 2007 route determination.

In 2004, ONDA drew the same conclusion as the 2010 MRA IDT team.

Evaluator(s):

	12/14/11
Shaney Rockefeller, Wild Horse Management Specialist	Date
	12/14/11
Dan Thomas, Range Technician	Date
	12/21/11
Robert Alward, Wilderness Planner, contractor	Date
	12-21-11
Eian Ray, GIS Specialist, contractor	Date

ⁱ -- 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 1610.5-3.

ⁱⁱ -- 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.

ⁱⁱⁱ -- If a portion of a route is found to meet the wilderness inventory road criteria (see Part III) and the remainder does not meet these criteria (e.g., a cherrystem road with a primitive route continuing beyond a certain point), identify each segment and explain the rationale for the separate findings under pertinent criteria.

^{iv} -- The purpose of a route is not a deciding factor in determining whether a route is a road for wilderness characteristics inventory purposes. The purpose of a route does provide context for factors on which such a determination may be based, particularly the question of whether maintenance of the route ensures relatively regular and continuous use. The purpose also helps to determine whether maintenance that may so far have been unnecessary to ensure such use would be approved by BLM when the need arises.

^v -- Good condition would be a condition that ensures regular and continuous use relative to the purposes of the route. Consider whether the route can be clearly followed in the field over its entire course and whether all or any portion of the route contains any impediments to travel.

^{vi} -- Include estimate of travel rates for the stated purposes, e.g., trips/day or week or month or season or year or even multiple years in some facility maintenance cases.

^{vii} -- If part of the route meets the wilderness inventory road definition and the remainder does not, describe the segment meeting the definition and any remaining portion not meeting the definition and why.

WILDERNESS CHARACTERISTICS INVENTORY

APPENDIX C – ROUTE ANALYSISⁱ

(Factors to consider when determining whether a route is a roadⁱⁱ for wilderness characteristics inventory purposes.)

Wilderness Characteristics Inventory Area Unique Identifier: OR-034-007 – West Fork Bendire

NOTE: This unit is affected by ONDA’s Beaver Dam Creek Addition proposed WSA.

Route or Route Segmentⁱⁱⁱ Name and/or Identifier: 034-RT62

(Include Transportation Plan Identifier, if known, and include route number supplied by citizen information, when available.)

NOTES:

1. ONDA’s 2004 report submitted to Vale District addresses this route as a combination of “B9c” and “B9d”, each displayed on its map of its proposed WSA as a motorized vehicle “way” (i.e., what BLM terms a motorized primitive trail [MPT] for this Vale District wilderness characteristics inventory maintenance). ONDA’s 2004 submission to BLM has no reference to any photo points or photos associated with this route.

2. BLM’s 2007 wilderness characteristics inventory identifies these same routes also as “B9c” and “B9d”, with the two combined serving as a route segment BLM determined to be a road, and respectively a boundary feature between the agency’s 2007 1,355 acre 3-4007 West Fork Bendire inventory unit and its 2007 2,774-acre 3-4006 Hunter Creek inventory unit. By determining these routes to be road then, BLM concluded that they – in part—have been mechanically maintained for relatively regular and continuous use. Note that BLM’s 2007 inventory information for these two units is included in BLM’s 2007 wilderness characteristics inventory document titled “Jerry Canyon, Hunter Creek, West Fork Bendire, and Mouse Spring Units/ONDA’s Beaver Dam Creek Addition, within North Fork Malheur Geographic Management Area”. There is no known 2007 BLM route analysis form for either the BLM “B9c” or “B9d” routes.

3. On July 21, 2010 certain members of the BLM Vale District’s interdisciplinary team (IDT) for Malheur Resource Area (MRA) met to discuss various vehicular routes associated with certain 2007 BLM wilderness characteristics inventory (WC) units within the North Fork Malheur Geographic Management Area (GMA) and other nearby WC inventory units within MRA. The IDT members drew conclusions of types of motorized vehicle routes they reviewed. Applicable IDT determinations affecting this current 034-RT62 route are reflected in this Route Analysis form. Additional information is in the August 17, 2010 final document, “Approved Notes of Wilderness Characteristics (WC) Meeting—Vehicle Routes Review of Certain WC Inventory Units Associates with North Fork Malheur and Bull Creek GMAs in Malheur RA”, a copy which is retained in Vale District’s Wilderness Characteristics Inventory Maintenance files (hard and electronic copies).

I. LOCATION:

Refer to attached map, titled “Wilderness Characteristics – BLM Photo Points, West Fork Bendire – OR-034-007”, its associated corporate data (GIS), and, photos and associated photo log. The map depicts 8 photo points along 034-RT62, where a total of 16 photos were taken on July 10, 2009. These documents are retained in this OR-034-007 inventory unit’s permanent hard copy file and electronic file.

Describe: The route is located within sections 23, 26, 27, and 34 of T. 17S., R. 37E. of the current OR-034-007 West Fork Bendire wilderness characteristics (WC) inventory unit. Its northern terminus is its junction with BLM’s current route 7352-00 (determined to be a road by BLM on July 21, 2010 for this WC inventory maintenance). Its southern terminus is its common junction with BLM’s current routes 034-RT63 and 034-RT64 – both determined to be MPTs by BLM on July 21, 2010.

II. ROUTE CONTEXT

- E. Current Purpose^{iv} (if any) of Route:** (Examples: Rangeland/Livestock Improvements (stock tank, developed spring, reservoir, fence, corral), Inholdings (ranch, farmhouse), Mine Site, Concentrated Use Site (camp site), Recreation, Utilities (transmission line, telephone, pipeline), Administrative (project maintenance, communication site, vegetation treatment)).

Describe: Current use of 034-RT62 is predominately limited to recreation-related motorized vehicle access (primarily hunting and possibly some associated vehicle-supported camping), and indirect access for livestock permittees and BLM for monitoring and managing authorized livestock use. This annual travel is predominately seasonal – affiliated with hunting and grazing timeframes. There are no rangeland improvements, utilities, administrative sites, mining sites, or any other developments associated with the route or its proximity.

F. Right-of-Way (ROW):

1. Is there a ROW associated with this route?
Yes ___ No **X** Unknown ___
2. If yes, what is the stated purpose of the ROW?
3. Is the ROW still being used for this purpose?
Yes ___ No ___ Unknown or N/A **X**

Explain:

III. WILDERNESS INVENTORY ROAD CRITERIA

G. Evidence of construction or improvement using mechanical means:

Yes X (if either A.1 or A.2 is checked “yes” below)

No (if both A.1 and A.2 are checked “no” below)

1. Construction: (Is there evidence that the route or route segment was originally constructed using mechanical means?) Yes X No

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

Describe: There remains very nominal residual visual evidence at only certain site-specific locations of some method of mechanical movement of soils. These sites are now growth-choked, very low profiled berm-like rises. The gentle nature of the route’s topography is not conducive to needing mechanical construction actions to establish the route.

2. Improvements: (Is there evidence of improvements using mechanical means to facilitate access?) Yes No X . If yes”: by Hand Tools by Machine

Examples: Culverts Hardened Stream Crossings Bridges Drainage
Barriers Other

Describe:

H. Maintenance: (Is there evidence of maintenance that would ensure *relatively* regular and continuous use?): Yes (if either B.1 or B.2 is checked “yes” below)

No X (if both B.1 and B.2 are checked “no” below)

1. Is there Evidence or Documentation of Maintenance using hand tools or machinery?

Yes No X

If — “yes”: by Hand Tools by Machine

Explain:

2. If the route or route segment is in good^v condition, but there is no evidence of maintenance, would mechanical maintenance with hand tools or machines be approved by BLM to meet the purpose(s) of the route in the event this route became impassable?

Yes No X

Explain: The route’s location, nature of its topographic setting and travel surface does not require mechanical maintenance to be passable.

I. Relatively regular and continuous use: (Does the route or route segment ensure relatively regular and continuous use?) Yes ___ No **X**

Describe evidence (e.g., direct, vehicles or vehicle tracks observed, or indirect, evidence of use associated with purpose of the route such as maintenance of facility that route accesses) and other rationale for whether use has occurred and will continue to occur on a *relatively* regular basis (i.e., regular and continuous use relative to the purpose(s) of the route).^{vi}

The entire length of the route is typified by low profile annual and perennial vegetation covering its travel surface. What vehicular tracking evidence there is appears to be caused only by repeated passage of very low volume traffic, with such use commonly of a seasonal nature.

IV. CONCLUSION:

Does the route or route segment^{vi} meet the definition of a wilderness inventory road (i.e., are items III.A and III.B and III.C all checked yes)?

Yes ___ (Wilderness Inventory Road for inventory purposes)
 No **X** (Not a road for wilderness inventory purposes)

Explanation^{vii}: For reasons described above, the route does not meet the definition of a road. In 1978 and 2007 BLM concluded that the route was a mechanically maintained road (and served as a boundary feature separating the 2007 Hunter Creek and West Fork Bendire WC inventory units. On July 21, 2010 members of the BLM Vale District’s Malheur Resource (MRA) interdisciplinary team (IDT) met to review and determine the status of this and certain other motorized vehicle routes in numerous locations within the North Fork Malheur Geographic Management Area. The IDT was aware of the 1968 and 2007 route determinations.

In 2004, ONDA drew the same conclusion as the 2010 MRA IDT team. ONDA’s 2004 submission to BLM has reference only to the labeled route, but submitted no reference to any photo points or photos associated with this route.

Evaluator(s):

	12/14/11
Shaney Rockefeller, Wild Horse Management Specialist	Date
	12/14/11
Dan Thomas, Range Technician	Date
	12/21/11
Robert Alward, Wilderness Planner, contractor	Date
	12-21-11
Eian Ray, GIS Specialist, contractor	Date

ⁱ -- 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 1610.5-3.

ⁱⁱ -- 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.

ⁱⁱⁱ -- If a portion of a route is found to meet the wilderness inventory road criteria (see Part III) and the remainder does not meet these criteria (e.g., a cherrystem road with a primitive route continuing beyond a certain point), identify each segment and explain the rationale for the separate findings under pertinent criteria.

^{iv} -- The purpose of a route is not a deciding factor in determining whether a route is a road for wilderness characteristics inventory purposes. The purpose of a route does provide context for factors on which such a determination may be based, particularly the question of whether maintenance of the route ensures relatively regular and continuous use. The purpose also helps to determine whether maintenance that may so far have been unnecessary to ensure such use would be approved by BLM when the need arises.

^v -- Good condition would be a condition that ensures regular and continuous use relative to the purposes of the route. Consider whether the route can be clearly followed in the field over its entire course and whether all or any portion of the route contains any impediments to travel.

^{vi} -- Include estimate of travel rates for the stated purposes, e.g., trips/day or week or month or season or year or even multiple years in some facility maintenance cases.

^{vii} -- If part of the route meets the wilderness inventory road definition and the remainder does not, describe the segment meeting the definition and any remaining portion not meeting the definition and why.

WILDERNESS CHARACTERISTICS INVENTORY

APPENDIX C – ROUTE ANALYSISⁱ

(Factors to consider when determining whether a route is a roadⁱⁱ for wilderness characteristics inventory purposes.)

Wilderness Characteristics Inventory Area Unique Identifier: OR-034-007 – West Fork Bendire

NOTE: This unit is affected by ONDA’s Beaver Dam Creek Addition proposed WSA.

Route or Route Segmentⁱⁱⁱ Name and/or Identifier: 034-RT63

(Include Transportation Plan Identifier, if known, and include route number supplied by citizen information, when available.)

NOTES:

1. ONDA’s 2004 report submitted to Vale District addresses this route as a combination of “B9h” and a segment of either “B9d” or “B9g” (information provided BLM does not permit distinguishing which of these two routes is associated with this present BLM route 034-RT63). Each of the ONDA routes are displayed by ONDA within its proposed WSA as a motorized vehicle “way” (i.e., what BLM terms a motorized primitive trail [MPT] for this Vale District wilderness characteristics inventory maintenance).

2. BLM’s 2007 wilderness characteristics (WC) inventory displays the currently BLM labeled 034-RT63 route as a boundary road on its maps which separates its 2007 4,927 acre 3-4008 Jerry Canyon WC inventory unit from its neighboring 3-4008 2,774 acre 3-4006 Hunter Creek WC inventory unit. However, those 2007 maps do not have a route identifier for the route. By determining in 2007 that these routes to be a road, BLM concluded then that it – in part -- has been mechanically maintained for relatively regular and continuous use. Note that BLM’s 2007 inventory information for these two units is included in BLM’s 2007 wilderness characteristics inventory document titled “Jerry Canyon, Hunter Creek, West Fork Bendire, and Mouse Spring Units/ONDA’s Beaver Dam Creek Addition, within North Fork Malheur Geographic Management Area”. There is no known 2007 BLM route analysis form, nor 2007 BLM photos, for this unlabeled 2007 BLM route (which currently is identified as 034-RT63).

3. On July 21, 2010 certain members of the BLM Vale District’s interdisciplinary team (IDT) for Malheur Resource Area (MRA) met to discuss various vehicular routes associated with certain 2007 BLM WC inventory (WC) units within the North Fork Geographic Management Area and other nearby WC inventory units within MRA. The IDT members drew conclusions of types of motorized vehicle routes they reviewed. Applicable IDT determinations affecting this current 034-RT63 route are reflected in this Route Analysis form. Additional information is in the August 17, 2010 final document, “Approved Notes of Wilderness Characteristics (WC) Meeting—Vehicle Routes Review of Certain WC Inventory Units Associates with North Fork Malheur and Bull Creek GMAs in Malheur RA”, a copy which is retained in Vale District’s Wilderness Characteristics Inventory Maintenance files (hard and electronic copies).

I. LOCATION:

Refer to attached map, titled “Wilderness Characteristics – BLM Photo Points, West Fork Bendire – OR-034-007”, its associated corporate data (GIS), and, photos and associated photo log. The map depicts 8 photo points along 034-RT63, where a total of 16 photos were taken on July 10, 2009. These documents are retained in this OR-034-007 inventory unit’s permanent hard copy file and electronic file. An ONDA 2004 map of its Beaver Dam Creek Addition proposed WSA displays just one photo point (QB025) which, by described compass direction, appears to be of its “B9h” route where it junctions on its west end with the Association’s “B18d” route (“Castle Rock Road”). However, confusion in interpretation exists between ONDA’s 2004 text document and its affiliated 2004 map for its Beaver Dam Creek Addition proposed WSA in that the text identifies the photographed route as route “B18f”, rather than as “B9h” as depicted on the map of the same proposed WSA. That said, ONDA in one format or another does describe both its “B18f” and “B9h” routes as a vehicular way. Copies of this applicable ONDA text, map, photo, and affiliated Photo Log and Road Log are retained in current Vale District BLM WC inventory files.

Describe: The route is located within sections 33 and 34 of T. 17S., R. 37E. of the current OR-034-007 West Fork Bendire WC inventory unit. Its west terminus is its junction with BLM’s current route 7350-00 (Castle Rock) road. Its east terminus is a common junction of both BLM’s 034-RT-62 and 034-RT64 routes (both which BLM determined on July 21, 2010 to be primitive motorized trails (MPT)).

II. ROUTE CONTEXT

- G. Current Purpose^{iv} (if any) of Route:** (Examples: Rangeland/Livestock Improvements (stock tank, developed spring, reservoir, fence, corral), Inholdings (ranch, farmhouse), Mine Site, Concentrated Use Site (camp site), Recreation, Utilities (transmission line, telephone, pipeline), Administrative (project maintenance, communication site, vegetation treatment)).

Describe: Current use of 034-RT63 is predominately limited to recreation-related motorized vehicle access (primarily hunting and possibly some associated vehicle-supported camping), and access for livestock permittees and BLM for monitoring and managing authorized livestock use. One intermittent earthen reservoir and one developed spring are both located very close to the adjacent to the route; there are no other rangeland improvements affiliated with the route. The annual associated travel on the route is predominately seasonal – affiliated with hunting and grazing timeframes. A portion of the route was likely used by motorized vehicles for access during the BLM 2004 Castle Rock Shoot Unit 9 juniper thinning project, and for the BLM 2004 Castle Rock-Basey fuel pile/burn project (which is located close to BLM 034-RT72, a dead-end route that branches from 034-RT63 which, on July 21, 2010, BLM Vale District determined to be a motorized primitive trail (MPT)).

H. Right-of-Way (ROW):

1. Is there a ROW associated with this route?

Yes ___ No **X** Unknown ___

2. If yes, what is the stated purpose of the ROW?

3. Is the ROW still being used for this purpose?

Yes ___ No ___ Unknown or N/A **X**

Explain:

III. WILDERNESS INVENTORY ROAD CRITERIA**J. Evidence of construction or improvement using mechanical means:**

Yes ___ (if either A.1 or A.2 is checked “yes” below)

No **X** (if both A.1 and A.2 are checked “no” below)

1. Construction: (Is there evidence that the route or route segment was originally constructed using mechanical means?) Yes ___ No **X**

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

Describe: If there was mechanical means employed to construct the route originally, there remains no visual evidence of it, presently. That said, where the route goes through certain thicker groves of conifer growth, some trees may have been removed to create the route but visual evidence of this is no longer apparent.

2. Improvements: (Is there evidence of improvements using mechanical means to facilitate access?) Yes ___ No **X**. If yes”: by Hand Tools ___ by Machine ___

Examples: Culverts ___ Hardened Stream Crossings ___ Bridges ___ Drainage ___
Barriers ___ Other ___

Describe:

K. Maintenance: (Is there evidence of maintenance that would ensure *relatively* regular and continuous use?):

Yes ___ (if either B.1 or B.2 is checked “yes” below)

No **X** (if both B.1 and B.2 are checked “no” below)

1. Is there Evidence or Documentation of Maintenance using hand tools or machinery?

Yes ___ No **X**

If — “yes”: by Hand Tools ___ by Machine ___

Explain:

2. If the route or route segment is in good^v condition, but there is no evidence of maintenance, would mechanical maintenance with hand tools or machines be approved by BLM to meet the purpose(s) of the route in the event this route became impassable?

Yes No

Explain: The route appears to be passable with no evidence of initial mechanical construction or maintenance actions along it. Short and long term, the route would most likely remain passable without any mechanical maintenance required.

L. **Relatively regular and continuous use: (Does the route or route segment ensure relatively regular and continuous use?)** Yes No

Describe evidence (e.g., direct, vehicles or vehicle tracks observed, or indirect, evidence of use associated with purpose of the route such as maintenance of facility that route accesses) and other rationale for whether use has occurred and will continue to occur on a *relatively* regular basis (i.e., regular and continuous use relative to the purpose(s) of the route).^{vi}

The route's length displays interspersed segments of barren surface of its width versus being covered by low profile annual and perennial vegetation covering its travel surface. What vehicular tracking evidence there is appears to be caused only by repeated passage of very low volume traffic, with such use commonly of a seasonal nature.

IV. CONCLUSION:

Does the route or route segment^{vi} meet the definition of a wilderness inventory road (i.e., are items III.A and III.B and III.C all checked yes)?

Yes (Wilderness Inventory Road for inventory purposes)
No (Not a road for wilderness inventory purposes)

Explanation^{vii}: For reasons described above, the route does not meet the definition of road. The BLM Vale District 1978 WC inventory did not indicate the presence of this route as a road. The 2007 BLM Vale District WC inventory update affecting the North Fork Malheur Geographic Management Area (GMA) concluded this route to be a road (and served as a boundary feature separating the 2007 Jerry Canyon and Hunter Creek WC inventory units). On July 21, 2010 members of the BLM Vale District's Malheur Resource (MRA) interdisciplinary team (IDT) met to review and determine the status of this and certain other motorized vehicle routes in numerous locations within the North Fork Malheur GMA. The IDT was aware of the 2007 route determination.

In 2004, ONDA drew the same conclusion as the 2010 MRA IDT team.

Evaluator(s):

 Shaney Rockefeller, Wild Horse Management Specialist	12/14/11 Date
 Dan Thomas, Range Technician	12-14-2011 Date
 Robert Alward, Wilderness Planner, contractor	12/21/11 Date
 Eian Ray, GIS Specialist, contractor	12-21-11 Date

ⁱ -- 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 1610.5-3.

ⁱⁱ -- 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.

ⁱⁱⁱ -- If a portion of a route is found to meet the wilderness inventory road criteria (see Part III) and the remainder does not meet these criteria (e.g., a cherrystem road with a primitive route continuing beyond a certain point), identify each segment and explain the rationale for the separate findings under pertinent criteria.

^{iv} -- The purpose of a route is not a deciding factor in determining whether a route is a road for wilderness characteristics inventory purposes. The purpose of a route does provide context for factors on which such a determination may be based, particularly the question of whether maintenance of the route ensures relatively regular and continuous use. The purpose also helps to determine whether maintenance that may so far have been unnecessary to ensure such use would be approved by BLM when the need arises.

^v -- Good condition would be a condition that ensures regular and continuous use relative to the purposes of the route. Consider whether the route can be clearly followed in the field over its entire course and whether all or any portion of the route contains any impediments to travel.

^{vi} -- Include estimate of travel rates for the stated purposes, e.g., trips/day or week or month or season or year or even multiple years in some facility maintenance cases.

^{vii} -- If part of the route meets the wilderness inventory road definition and the remainder does not, describe the segment meeting the definition and any remaining portion not meeting the definition and why.

WILDERNESS CHARACTERISTICS INVENTORY

APPENDIX C – ROUTE ANALYSISⁱ

(Factors to consider when determining whether a route is a roadⁱⁱ for wilderness characteristics inventory purposes.)

Wilderness Characteristics Inventory Area Unique Identifier: OR-034-007 – West Fork Bendire

NOTE: This unit is affected by ONDA’s Beaver Dam Creek Addition proposed WSA.

Route or Route Segmentⁱⁱⁱ Name and/or Identifier: 034-RT64

(Include Transportation Plan Identifier, if known, and include route number supplied by citizen information, when available.)

NOTES:

1. ONDA’s 2004 report submitted to Vale District for its Beaver Dam Creek proposed WSA Addition displays this route as “unk” (unknown type of route); no other information or photographs of the route was submitted.

2. BLM’s 2007 wilderness characteristics inventory identifies this same route as a road, and respectively as a boundary feature between the agency’s 2007 1,355 acre 3-4007 West Fork Bendire and its 2007 4,927-acre 3-4008 Jerry Canyon wilderness characteristics (WC) inventory units. Note that BLM’s 2007 inventory information for these two units is included in BLM’s 2007 wilderness characteristics inventory document titled, “Jerry Canyon, Hunter Creek, West Fork Bendire, and Mouse Spring Units/ONDA’s Beaver Dam Creek Addition, within North Fork Malheur Geographic Management Area”. There is no known 2007 BLM route analysis form for this route.

3. On July 21, 2010 certain members of the BLM Vale District’s interdisciplinary team (IDT) for Malheur Resource Area (MRA) met to discuss various vehicular routes associated with certain 2007 BLM wilderness characteristics inventory (WC) units within the North Fork Malheur Geographic Management Area (GMA) and other nearby WC inventory units within MRA. The IDT members drew conclusions of types of motorized vehicle routes they reviewed. Applicable IDT determinations affecting this current 034-RT64 route are reflected in this Route Analysis form. Additional information is in the August 17, 2010 final document, “Approved Notes of Wilderness Characteristics (WC) Meeting—Vehicle Routes Review of Certain WC Inventory Units Associates with North Fork Malheur and Bull Creek GMAs in Malheur RA”, a copy which is retained in Vale District’s Wilderness Characteristics Inventory Maintenance files (hard and electronic copies).

I. LOCATION:

Refer to this route’s associated map, titled “Wilderness Characteristics – BLM Photo Points, West Fork Bendire – OR-034-007”, its associated corporate data (GIS), and, photos and associated photo log. The map depicts 3 photo points along 034-RT64, where a total of 6 photos were taken by BLM on July 22, 2009. These documents are retained in this OR-034-007 inventory unit’s permanent hard copy file and electronic file.

Describe: The route is located within sections 34 and 35 of T. 17S., R. 37E. of the current OR-034-007 West Fork Bendire wilderness characteristics (WC) inventory unit. Its northern terminus is its common junction with two other current routes --- 034-RT62 and 034-RT63 --- each which were determined a primitive motorized trail (MPT) by BLM Vale District on July 21, 2010. Its southern terminus enters private land, within which it junctions with another north-south oriented route that branches from BLM road 7352-00 to the north (on private land) and county road 538 to the south (on private land).

II. ROUTE CONTEXT

- I. Current Purpose^{iv} (if any) of Route:** (Examples: Rangeland/Livestock Improvements (stock tank, developed spring, reservoir, fence, corral), Inholdings (ranch, farmhouse), Mine Site, Concentrated Use Site (camp site), Recreation, Utilities (transmission line, telephone, pipeline), Administrative (project maintenance, communication site, vegetation treatment)).

Describe: Current travel on 034-RT64 is predominately limited to seasonal recreation-related motorized vehicle access (primarily hunting). However, as BLM photo point 034-RT64-C-SE illustrates, the route is impassable beyond (SE) of that point due to a rock slide across it. There are no man-made developments along or proximate to the route. The original purpose of the route's existence is not specifically known, but likely it was established as a means to access certain other routes on public land which this 034-RT64 junctions with (034-RT62 and 034-RT63) within this current WC inventory unit; these other two routes (both determined by BLM in 2010 to be MPTs) eventually leads to the vicinity of a developed spring and an earthen reservoir.

J. Right-of-Way (ROW):

1. Is there a ROW associated with this route?
Yes ___ No **X** Unknown ___
2. If yes, what is the stated purpose of the ROW?
3. Is the ROW still being used for this purpose?
Yes ___ No ___ Unknown or N/A **X**

Explain:

III. WILDERNESS INVENTORY ROAD CRITERIA

M. Evidence of construction or improvement using mechanical means:

Yes (if either A.1 or A.2 is checked “yes” below)

No (if both A.1 and A.2 are checked “no” below)

1. Construction: (Is there evidence that the route or route segment was originally constructed using mechanical means?) Yes No

Examples: Paved Bladed Graveled Roadside Berms
Cut/Fill Other

Describe: The route abuts the channel of an intermittent stream, crossing it multiple times along its length on public land. The stream’s adjacent slopes are steep, necessitating mechanical means to construct the route. BLM photos along the route depict the very rocky, rough nature of the route’s surface where it is at the stream’s channel. Note BLM photo 034-RT64-C-SE, beyond which the route can no longer be traveled due to a rock slide across it.

2. Improvements: (Is there evidence of improvements using mechanical means to facilitate access?) Yes No . If yes”: by Hand Tools by Machine

Examples: Culverts Hardened Stream Crossings Bridges Drainage
Barriers Other

Describe:

N. Maintenance: (Is there evidence of maintenance that would ensure *relatively* regular and continuous use?): Yes (if either B.1 or B.2 is checked “yes” below)

No (if both B.1 and B.2 are checked “no” below)

1. Is there Evidence or Documentation of Maintenance using hand tools or machinery?

Yes No

If — “yes”: by Hand Tools by Machine

Explain:

2. If the route or route segment is in good^v condition, but there is no evidence of maintenance, would mechanical maintenance with hand tools or machines be approved by BLM to meet the purpose(s) of the route in the event this route became impassable?

Yes No

Explain: The route is not in good condition, and is not passable beyond the point described above.

O. Relatively regular and continuous use: (Does the route or route segment ensure relatively regular and continuous use?) Yes No

Describe evidence (e.g., direct, vehicles or vehicle tracks observed, or indirect, evidence of use associated with purpose of the route such as maintenance of facility that route accesses) and other rationale for whether use has occurred and will continue to occur on a *relatively* regular basis (i.e., regular and continuous use relative to the purpose(s) of the route).^{vi}

There is no evidence of relatively regular and continuous use; through travel is not possible due to the route being physically blocked by a rock slide. What travel occurs on the route is associated primarily with hunting which occurs on a limited seasonal basis.

IV. CONCLUSION:

Does the route or route segment^{vii} meet the definition of a wilderness inventory road (i.e., are items III.A and III.B and III.C all checked yes)?

Yes (Wilderness Inventory Road for inventory purposes)
 No (Not a road for wilderness inventory purposes)

Explanation^{viii}: For reasons described above, the route does not meet the definition of a road. In the late 1970’s the route was not specifically identified as a road during the BLM WC inventory. In 2007, BLM concluded that the route was a road (and served as a boundary feature separating the 2007 Jerry Canyon and West Fork Bendire WC inventory units. There is no known 2007 BLM route analysis form for this route.

On July 21, 2010 members of the BLM Vale District’s Malheur Resource (MRA) interdisciplinary team (IDT) met to review and determine the status of this and certain other motorized vehicle routes in numerous locations within the North Fork Malheur Geographic Management Area. The IDT was aware of the 2007 route determination.

In 2004, the route was depicted by ONDA as an unknown type of route. BLM has no documentation from ONDA that any of its members traveled the route prior to submitting to Vale District its report for its proposed WSA.

Evaluator(s):

 Shaney Rockefeller, Wild Horse Management Specialist	12/14/11 Date
 Dan Thomas, Range Technician	12-14-2011 Date
 Robert Alward, Wilderness Planner, contractor	12/21/11 Date
 Eian Ray, GIS Specialist, contractor	12-21-11 Date

ⁱ -- 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 1610.5-3.

ⁱⁱ -- 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.

ⁱⁱⁱ -- If a portion of a route is found to meet the wilderness inventory road criteria (see Part III) and the remainder does not meet these criteria (e.g., a cherrystem road with a primitive route continuing beyond a certain point), identify each segment and explain the rationale for the separate findings under pertinent criteria.

^{iv} -- The purpose of a route is not a deciding factor in determining whether a route is a road for wilderness characteristics inventory purposes. The purpose of a route does provide context for factors on which such a determination may be based, particularly the question of whether maintenance of the route ensures relatively regular and continuous use. The purpose also helps to determine whether maintenance that may so far have been unnecessary to ensure such use would be approved by BLM when the need arises.

^v -- Good condition would be a condition that ensures regular and continuous use relative to the purposes of the route. Consider whether the route can be clearly followed in the field over its entire course and whether all or any portion of the route contains any impediments to travel.

^{vi} -- Include estimate of travel rates for the stated purposes, e.g., trips/day or week or month or season or year or even multiple years in some facility maintenance cases.

^{vii} -- If part of the route meets the wilderness inventory road definition and the remainder does not, describe the segment meeting the definition and any remaining portion not meeting the definition and why.

^{viii} -- Describe and explain rationale for any discrepancies with citizen proposals.

ILDERNESS CHARACTERISTICS INVENTORY

APPENDIX C – ROUTE ANALYSISⁱ

(Factors to consider when determining whether a route is a roadⁱⁱ for wilderness characteristics inventory purposes.)

Wilderness Characteristics Inventory Area Unique Identifier: OR-034-007 – West Fork Bendire

NOTE: This unit is affected by ONDA’s Beaver Dam Creek Addition proposed WSA.

Route or Route Segmentⁱⁱⁱ Name and/or Identifier: 034-RT68, 034-RT69, 034-RT70, 034-RT72, 034-RT73, and 034-RT75

(Include Transportation Plan Identifier, if known, and include route number supplied by citizen information, when available.)

NOTES: All 6 of the above are dead-end routes (that is, not through routes).

1. In BLM Vale District’s late 1970’s wilderness characteristics (WC) inventory, none of the above routes were identified as roads, nor specifically identified—if present at all—within the inventory unit at that time that they were associated with (OR-03-02-32).
2. In Vale District’s 2007 WC inventory update for the North Fork Malheur Geographic Management Area (GMA), the district determined that five of these 2007 routes (now with 2010 identifiers, as noted above) were cherry-stem roads. The sixth route (2010’s 034-RT73) was determined in 2007 to be a “primitive route” (or what BLM with this present WC inventory maintenance terms a motorized primitive trail [MPT]). There are no known BLM route analysis forms completed before now for any of these six routes.

The 2010 routes being reviewed in this Route Analysis form were identified with following 2007 BLM WC inventory units:

- >> 3-4006, Hunter Creek unit: 034-RT68, 34-RT69, 034-RT70, and 034-RT75;
- >> 3-4008, Jerry Canyon unit: 034-RT72 and 034-RT73

NOTE: These two 2007 WC units, plus the 2007 WC units 3-4005 (Mouse Spring) and 3-4007 (West Fork Bendire) are what – collectively -- constitute the present OR-034-007 West Fork Bendire WC inventory unit.).

3. ONDA’s 2004 report submitted to Vale District for its Beaver Dam Creek proposed WSA Addition identified only 4 of the 6 dead-end routes listed under “2.”, above. Two of those 4 are depicted by ONDA as motorized vehicle “way” (non-road) : “B18b” consisting of 3 very short connected dead-end routes (same as BLM’s current 034-RT69 route group) and “B18g” (labeled by BLM currently as 034-RT68) (**note:** this route unlabeled on ONDA’s submitted hard copy map of its proposed WSA, but is labeled as “B18g” on ONDA’s digital map submitted to Vale District in 2004). The other two ONDA depicted dead-end routes are unlabeled routes by ONDA, both with no descriptive key on ONDA’s proposed WSA map to describe/define their vehicle type (these being BLM’s current 034-RT73 and 034-RT75 routes).

The two routes ONDA did not identify in any context (neither on maps, route log, photo logs or text) are included in the district’s 2007 2,774 acre Hunter Creek WC inventory unit (3-4006). This current Vale District WC inventory maintenance labels those two routes as 034-RT70 and 034-RT75.

4. On July 21, 2010 certain members of the BLM Vale District’s interdisciplinary team (IDT) for Malheur Resource Area (MRA) met to discuss various vehicular routes associated with certain 2007 BLM WC inventory (WC) units within the North Fork Malheur Geographic Management Area (GMA) and other nearby WC inventory units within MRA. The IDT members drew conclusions of types of motorized vehicle routes they reviewed. Applicable IDT determinations affecting these current 6 dead-end routes are addressed in this Route Analysis form. Additional information is in the August 17, 2010 final document, “Approved Notes of Wilderness Characteristics (WC) Meeting— Vehicle Routes Review of Certain WC Inventory Units Associates with North Fork Malheur and Bull Creek GMAs in Malheur RA”, a copy which is retained in Vale District’s Wilderness Characteristics Inventory Maintenance files (hard and electronic copies).

I. LOCATION:

Refer to associated map, titled “Wilderness Characteristics – BLM Photo Points, West Fork Bendire – OR-034-007”, its associated corporate data (GIS), and photos and associated photo log for location of these 6 dead-end routes. These documents and photos are retained in this OR-034-007 inventory unit’s permanent hard copy file and electronic file. On this map, 4 of the 6 BLM 034-RT__ dead-end routes have a total of 12 BLM photo points (24 photos, total); Presently, there are no BLM photos of the 034-T70 and 034-RT72 routes.

In 2004 ONDA submitted to BLM its map of its proposed WSA which depicts 2 photo points (2 photos, total); one each of 2 of its 4 identified dead-end routes: ONDA photo QB029 of its “B18b” vehicular “way” group (i.e., BLM’s 034-RT69 group), and ONDA photo QB026 of its “B18g” vehicular “way” (same as BLM’s 034-RT68). Copies of ONDA’s maps, route log, photo log and other applicable information are retained in current Vale District BLM wilderness characteristics inventory files (electronic and/or hard copy).

II. ROUTE CONTEXT

K. Current Purpose^{iv} (if any) of Route: (Examples: Rangeland/Livestock Improvements (stock tank, developed spring, reservoir, fence, corral), Inholdings (ranch, farmhouse), Mine Site, Concentrated Use Site (camp site), Recreation, Utilities (transmission line, telephone, pipeline), Administrative (project maintenance, communication site, vegetation treatment)).

Describe: The dead-end route 034-RT72 – which branches from the through route 034-RT63 (what in 2010 BLM determined is a MPT) -- terminates about 850 feet from a developed spring (Hunter Creek No.1) and about 1,200 feet from a 2004 55-acre fuels pile and burn project. Another 2004 fuels pile and burn project (48 acres) included portions of two previously existing dead-end spurs (of 3, total) of 034-RT69. BLM photo 034-RT69-C-N shows a rangeland fence which the route drives through. The dead-end

route 034-RT73 – which junctions with county road 538 -- terminates at a developed spring, named C.C. The other 4 dead-end routes have no known developments affiliated with or near them. Currently, the 034-RT73 route may be use occasionally for monitoring C.C. Spring and associated livestock use of it. All 6 dead-end routes are presently used primarily by the hunting public; vehicle-supported camping associated with hunting may occasionally occur along some of the routes, as well.

L. Right-of-Way (ROW):

1. Is there a ROW associated with any of these six routes?

Yes ___ No **X** Unknown ___

2. If yes, what is the stated purpose of the ROW?

3. Is the ROW still being used for this purpose?

Yes ___ No ___ Unknown or N/A **X**

Explain:

III. WILDERNESS INVENTORY ROAD CRITERIA

P. Evidence of construction or improvement using mechanical means:

Yes ___ (if either A.1 or A.2 is checked “yes” below)

No **X** (if both A.1 and A.2 are checked “no” below)

1. Construction: (Is there evidence that the route or route segment was originally constructed using mechanical means?) Yes ___ No **X**

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

Describe: Dates of initial route establishment is not known for any of the six dead-end routes. If mechanically constructed, there presently remains no evidence along any of the six routes. Considering the gentle topography and/or natural surface conditions along each of the routes, it appears mechanical means would not be necessary to establish the routes; but it is unknown whether or not, in fact, mechanical means was used for establishing any of the routes or certain segments of any of them.

2. Improvements: (Is there evidence of improvements using mechanical means to facilitate access?) Yes ___ No **X**. If yes”: by Hand Tools ___ by Machine ___

Examples: Culverts ___ Hardened Stream Crossings ___ Bridges ___ Drainage ___
Barriers ___ Other ___

Describe: There is no evidence of improvements on any of the six routes.

- Q. Maintenance:** (Is there evidence of maintenance that would ensure *relatively* regular and continuous use?): Yes (if either **B.1** or **B.2** is checked “yes” below)
 No (if both **B.1** and **B.2** are checked “no” below)

1. Is there Evidence or Documentation of Maintenance using hand tools or machinery?

Yes No

 If — “yes”: by Hand Tools by Machine

Explain: Each of the six routes has to varying extent and density a notable distribution of varied height annual and perennial vegetation on their travel surface. There is no apparent evidence of maintenance performed on any of the routes so to ensure relatively regular and continuous use. Occasional repeated but deemed infrequent vehicle travel occurs on the routes by the hunting public, and likely some intermittent travel on certain of the routes by BLM and/or grazing permittees for monitoring livestock use in the routes’ proximity. .

2. If the route or route segment is in good^v condition, but there is no evidence of maintenance, would mechanical maintenance with hand tools or machines be approved by BLM to meet the purpose(s) of the route in the event this route became impassable?

Yes No

Explain: The routes are in fair, but not good condition, given the extent and density of vegetation on their travel surface. Each route is passable by vehicle to their terminal end with no evidence of mechanical maintenance actions required to provide for such passage. For those 4 routes which have no developments associated with them, there is no necessity to keep them passable by BLM. The rangeland improvements associated directly or indirectly with the other two routes are passable for access; further, access to any of the improvements have not to date and would not require mechanical maintenance due to the gentle terrain and nature of the natural surfaces of their locations.

- R. Relatively regular and continuous use: (Does the route or route segment ensure relatively regular and continuous use?)** Yes No

Describe evidence (e.g., direct, vehicles or vehicle tracks observed, or indirect, evidence of use associated with purpose of the route such as maintenance of facility that route accesses) and other rationale for whether use has occurred and will continue to occur on a *relatively* regular basis (i.e., regular and continuous use relative to the purpose(s) of the route).^{vi}

The presence, extent and density of vegetative cover on the routes’ travel surface indicates that any repeated use of the six routes is infrequent and seasonal in nature by the recreating public; nor is travel conducted in a relatively regular and continuous manner for administrative purposes (see above).

IV. CONCLUSION:

Do any of the six dead-end routes or segments of them^{vii} meet the definition of a wilderness inventory road (i.e., are items III.A and III.B and III.C all checked yes)?

Yes _____ (Wilderness Inventory Road for inventory purposes)
 No X (Not a road for wilderness inventory purposes)

Explanation: For reasons described above, none of the six dead-end routes meet the definition of road. The BLM Vale District 1970’s WC inventory did not identify any of the 6 routes as a road. The 2007 BLM Vale District WC inventory update affecting the North Fork Malheur Geographic Management Area (GMA) concluded that five of the six dead-end routes were roads, and the sixth (034-RT73) a MPT. There are no known BLM route analysis forms completed before now for any of these six routes.

On July 21, 2010 members of the BLM Vale District’s Malheur Resource (MRA) interdisciplinary team (IDT) met to review and determine the status of these six routes and certain other motorized vehicle routes in numerous locations within the North Fork Malheur GMA. The IDT was aware of the 2007 route determinations.

In 2004, ONDA drew the same conclusion (that is, routes not being a road) as the 2010 MRA IDT team for the 4 routes ONDA submitted. ONDA provided no information to Vale District on the other two of six total routes evaluated on this Route Analysis form.

Evaluator(s):

 Stanley Rockefeller, Wild Horse Management Specialist	12/14/11 Date
 Dan Thomas, Range Technician	12/14/11 Date
 Robert Alward, Wilderness Planner, contractor	12/21/11 Date
 Eian Ray, GIS Specialist, contractor	12-21-11 Date

ⁱ -- 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 1610.5-3.

ⁱⁱ -- 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.

iii -- If a portion of a route is found to meet the wilderness inventory road criteria (see Part III) and the remainder does not meet these criteria (e.g., a cherrystem road with a primitive route continuing beyond a certain point), identify each segment and explain the rationale for the separate findings under pertinent criteria.

iv -- The purpose of a route is not a deciding factor in determining whether a route is a road for wilderness characteristics inventory purposes. The purpose of a route does provide context for factors on which such a determination may be based, particularly the question of whether maintenance of the route ensures relatively regular and continuous use. The purpose also helps to determine whether maintenance that may so far have been unnecessary to ensure such use would be approved by BLM when the need arises.

v -- Good condition would be a condition that ensures regular and continuous use relative to the purposes of the route. Consider whether the route can be clearly followed in the field over its entire course and whether all or any portion of the route contains any impediments to travel.

vi -- Include estimate of travel rates for the stated purposes, e.g., trips/day or week or month or season or year or even multiple years in some facility maintenance cases.

vii -- If part of the route meets the wilderness inventory road definition and the remainder does not, describe the segment meeting the definition and any remaining portion not meeting the definition and why.