North Fork John Day River
Interim BLM Access Map
June 1, 2002

This map shows changes in land ownership and public access routes resulting from land exchanges directed by the Oregon Land Exchange Act of 2000, Public Law 106-257. The Act directs the BLM to manage these lands for the benefit of fish, wildlife, and recreation. Interim management actions are being taken while a management plan is completed through a public planning process. Some roads crossing sensitive fish streams are closed to motorized travel year-round, and some areas that provide critical deer and elk winter range are closed to motorized travel during winter months.

- Keep ALL motorized vehicles (including ATVs) on designated "OPEN" roads
- Roads not shown on map are closed to motorized travel
- Motorized off-road travel is NOT permitted
- Please respect private property by not trespassing
- Please keep these lands clean; PACK-IT-IN, PACK-IT-OUT

LEGEND

LAND STATUS
- BLM Administered Lands
- U.S. Forest Service
- State Land
- Private

ROAD ACCESS
- Highway or County Road
- Public Access (Open year-round)
- BLM Seasonally Open (April 16 to November 30)
- End Motorized Access

INFORMATION
- U.S. Highway
- State Highway
- County Route

TOPOGRAPHIC MAP INDEX

U.S. DEPARTMENT OF THE INTERIOR
Bureau of Land Management
PRINEVILLE DISTRICT
3050 NE Third Street
Prineville, OR 97754
(541) 416-6700

This map was prepared by the Bureau of Land Management and represents the best information available at the time of its publication. The map is designed to be an overview, and may not represent the definitive position of the land. It is not intended to be used for navigation or legal purposes. The U.S. Forest Service and the U.S. Geological Survey have been consulted to ensure accuracy. For the most current information, please consult the official sources.
2008 John Day Basin Wilderness Character Evaluation Form

Wilderness Character Evaluation For: OR-054-045/ Stoney Creek Inventory Unit

1. Previous BLM wilderness inventory?

No X Yes _____ Partial _______

a) Inventory Source: __ N/A __________

b) Inventory Unit Name(s)/Number(s): N/A

c) Map Name(s)/Number(s) __ N/A __________

d) BLM District(s)/Field Office(s): N/A

<table>
<thead>
<tr>
<th>Unit#/Name</th>
<th>Size (historic acres)</th>
<th>Natural Condition? Y/N</th>
<th>Outstanding Solitude? Y/N</th>
<th>Outstanding Primitive &amp; Unconfined Recreation? Y/N</th>
<th>Supplemental Values? Y/N</th>
</tr>
</thead>
<tbody>
<tr>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
</tbody>
</table>

2. New Wilderness Characteristic Review

Private Recommendation: Yes ____ No X ____ by? ______ Date ___________

Results of BLM Analysis: (separate by subunit if appropriate)

<table>
<thead>
<tr>
<th>Unit# Name</th>
<th>Size (acres)</th>
<th>Natural Condition? Y/N</th>
<th>Outstanding Solitude? Y/N</th>
<th>Outstanding Primitive &amp; Unconfined Recreation? Y/N</th>
<th>Supplemental Values? Y/N</th>
</tr>
</thead>
<tbody>
<tr>
<td>OR-054-045 Stoney Creek</td>
<td>11,641</td>
<td>N</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
</tbody>
</table>
OR-054-045/ Stoney Creek Inventory Unit

Conclusion
Check One:

_____ Area reviewed lacks sufficient size and does not meet one of the exceptions for small size.

_____ The area—or a portion of the area—has wilderness character.

__X__ The area does not have wilderness character.

(1) Describe current conditions: (Include boundary features, land ownership, size, location, topography, vegetation features and summary of major human uses/activities).

The inventory unit is located in Umatilla, Morrow, and Grant Counties, Oregon, approximately 6 miles northwest of the community of Dale. The unit is bordered on the south by a BLM-maintained natural surface road (#7569 North Fork John Day Road), on the north and west sides by USFS Umatilla Forest, and on the east side by a combination of private property and state lands. The unit is 11,689-acres.

Location of Unit: Portions of or all public lands in T. 6 S., R. 29 E., Sections 35 and 36; T. 7 S., R. 29 E., Sections 1, 2, 3, 4, 9, 10, and 11; T. 6 S., R. 30 E., Sections 6, 7, 18, 19, 23, 24, 25, 26, 27, 28, 30, 31, 32, 33, 34, 35, and 36; T. 7 S., R. 30 E., Sections 2, 3, 4, 5, and 6; T. 6 S., R 31 E., Sections 18 and 19.

Description
This unit includes the BLM lands between the North Fork John Day Road and private lands to the north, which form a narrow strip that is about 9 miles long and from ¼ mile to 1 ¾ miles wide. There is also a narrow, one mile wide extension that juts from the North Fork Road six mile to the north. The majority of the unit consists of lands that were previously privately owned prior to their acquisition by BLM in the Oregon Land Exchange Act of 2000. The unit is bordered by approximately 10 miles of the North Fork John Day River, but does not include the river itself. The unit includes the forested uplands on north side of the river canyon and several tributary streams that join the North Fork John Day River. The unit includes about 5 miles of a major tributary, Stoney Creek, including the headwaters of the creek which are located in the north extension portion of the unit.

The entire unit has a south facing aspect which supports a forest dominated by ponderosa pine. Other species include mountain alder, red osier dogwood, willow, mountain mahogany, camas root, several species of grasses, sedges and rushes and many spring wildflowers. Wildlife species include a large deer and elk population, cougar, bobcat, beaver, bald eagle, and a large nesting population of Lewis’ woodpeckers. The unit offers the outstanding scenery of a deeply bisected river canyon striped with rocky basalt outcrops. The river canyon is designated as a State Scenic Waterway and is recommended by the BLM as eligible for Wild and Scenic River designation by Congress.
The North Fork John Day Road is a constructed and BLM-maintained natural surface road (FAMS Road #7569) which forms the south boundary of the unit, but which is located outside of the unit. This public road provides vehicle access to southern portion of the unit.

There are approximately 9 additional miles of BLM-managed constructed routes within the subunit, which are currently open to public vehicle use on an interim basis until a management plan is completed for the area (See Map 2). These open routes include a route network in the vicinity of upper Stoney Creek, identified as Route A on Map 1 and shown in blue on Map 2. A second open route, identified as Route B on Map 1 and shown in blue on Map 2, travels up the Jericho Creek drainage and ends at a scenic overlook of the area. See Road Analysis Forms for Route A and Route B. The road analysis found that these constructed routes meet the definition of a road as maintenance would likely be approved if these routes became impassable. BLM intends to use the roads to provide administrative access for resource projects including but not limited to fuels reduction, fire suppression, vegetation treatments to benefit forest and rangeland health, road decommissioning, fence construction and resource inventories.

There are approximately 25 additional miles of vehicle routes within the unit that were constructed during past logging operations, which BLM did not evaluate using the Road Analysis Form (see Map 1). These routes are officially closed to public motorized travel, but the closures have not been successful. Unauthorized vehicle use originates from recreationists, primarily hunters, who don’t respect the signed road closures. BLM has no plans to maintain the majority of these routes, however, as long as they are passable, BLM intends to use the roads to provide administrative access for resource projects including but not limited to fuels reduction, fire suppression, road decommissioning, fence construction and resource inventories. It is possible that these routes could be re-opened and used during emergency fire suppression activities. These routes do not qualify as roads because BLM does not intend to maintain them when they become impassable.

Man-made improvements: Several sections of the North Fork John Day River Road include a road ROW (OR02158), but which is located outside of the unit. There is a utility ROW for above ground and buried utility line along the North Fork John Day Road, which is believed to be located within the road ditches and therefore just outside of the unit. Some of the lands have been leased in the past for potential oil and gas development.

Current land uses: The unit is popular for big game hunting and horn hunting. Car camping tends to take place outside of the unit along the banks of the river. No grazing is authorized within the unit at this time.

When BLM took ownership of the acquired lands, some of the timber had been commercially harvested by previous landowners. Evidence of past timber harvest including stumps, skid trails and slash piles, is readily apparent in many of the forested areas. The subunit contains numerous constructed vehicle routes that were used as timber haul roads.

(2) Is the unit in a natural condition?

Yes____ No_X____ NA______
OR-054-045/ Stoney Creek Inventory Unit

Describe: No, the unit is not in a natural condition. The unit has been commercially logged and contains many logging roads. Evidence of past timber harvest including stumps, skid trails and slash piles, is readily apparent in many of the forested areas. The subunit contains numerous constructed vehicle routes that were used as timber haul roads. There is a short utility ROW and about 9 miles of road which BLM intends to maintain in the future.

(3) Does the unit have outstanding opportunities for solitude?

Yes ______  No ______  NA ___X___
Description:

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

Yes ______  No ______  NA ___X___
Description:

(5) Does the unit have supplemental values?

Yes ______  No ______  NA ___X___
Description:
Prepared by:
Team Members: (Names, Titles, Date)

Initial Review Aug. 14, 2007 by: Heidi Mottl (Recreation/Wilderness), Teal Purrington (NEPA/Planning), Dorothy Thomas (GIS), Anna Smith (Hydrology), Mike Tietmeyer (Range), Dan Tippy (Assistant Field Manager), Rick Demmer (Riparian), Monte Kuk (Wildlife), Robert Vidourek (Forestry), Mike Williams (Planning), Berry Phelps (Recreation), Craig Obermiller (Range), John Morris (Fish), Dana Cork (Transportation), Christina M. Welch (Field Manager), Don Tschida (Fire), Gavin Hoban (GIS), John Zancanella (Cultural), JoAnne Armson (Plants).

Realty/Mineral Records researched by Timothy Finger, BLM Wilderness Specialist on detail from Richland, UT, October, 2008.

Approved by:

[Signature]
Field Manager

Oct. 31, 2007
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.
OR-054-045/ Stoney Creek Inventory Unit

PURPOSE:
This addendum provides signatory authority across gaps in supervisory oversight in the preparation process.

DISCUSSION:
Further study has been conducted to validate the findings approved by the original signator, Christina Welch. As the new Field Manager for the Resource Area and Ms. Welch’s replacement I have been briefed by the specialists assigned on the contents and underlying rationale for the findings contained in this document. I approve these findings with my signature below.

APPROVED BY:

[Signature]

Thursday, July 08, 2010
OR-054-045/ Stoney Creek Inventory Unit

John Day Basin RMP Road Analysis Form

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

Wilderness Character Evaluation For: OR-054-045/ Stoney Creek Inventory Unit

Route Name and/or Identifier: Route A (shown as Route A on Map 1 and shown in blue on Map 2)

I. LOCATION: Please refer to attached map and BLM corporate data (GIS). This is a route system located in T. 6 S., R 30 E., Sections 6, 7, and 8 near the headwaters of Stoney and Scaffold Creeks. The only public access to the route system is from U. S. Forest Service Road # 5320-030 at the west boundary of the unit in Section 7. The BLM route system totals about 4.4 miles and provides access to four separate dead-end parking points in the local vicinity.

II. CURRENT PURPOSE OF ROUTE: This route provides seasonal administrative and recreation access to the Stoney/Scaffold Creek area.

III. ROAD RIGHT-OF-WAY:

Yes ___ No ___ X ___ Unknown ___

IV. CONSTRUCTION

Yes ___ X ___ No ______

Examples:
Paved _______ Bladed ___ X ___ Graveled _______ Roadside Berms ______
Cut/Fill _______ Other ________

V. IMPROVEMENTS

Yes _____ No ___ X ___

By Hand Tools _____ By Machine _____
Culverts _____ Stream Crossings _____ Bridges ___ Drainage ___ Barriers _____ Other _____
VI. MAINTENANCE:
A. Is their Evidence or Documentation of Maintenance using hand tools or machinery? 
Yes X No 
Hand Tools (Y/N) Machine (Y/N) 
Explain: The route was maintained in the past by the private landowner prior to acquisition of the land by BLM.

B. If route is in good condition, but there is no evidence of maintenance, would mechanical maintenance with hand tools or machines be approved by BLM in the event this route became impassable? 
Yes X No N/A 
Comments: BLM intends to maintain at least a portion of this route system to provide administrative and recreation access to the Stoney/Scaffold Creek area.

VII. REGULAR AND CONTINUOUS USE: 
Yes X No 

VIII. CONCLUSION: 
To meet the definition of a road, items IV or V, and VI-A or B, and VII must be checked yes. 
Road: Yes X No 
Explanation: BLM intends to maintain at least a portion of this constructed route system to provide administrative and recreation access to the Stoney/Scaffold Creek area.

Evaluator(s): Heidi Mottl Date: 9/30/07 

* 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.
OR-054-045/ Stoney Creek Inventory Unit

John Day Basin RMP Road Analysis Form

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

Wilderness Character Evaluation For: OR-054-045/ Stoney Creek Inventory Unit

Route Name and/or Identifier: Route B (shown as Route B on Map 1 and shown in blue on Map 2), known by BLM as Jericho Creek Road.

I. LOCATION: Please refer to attached map and BLM corporate data (GIS). Route begins in T. 6 S., R. 30 E., Section 25, and climbs northwest up the Jericho Creek canyon for approximately 2.5 miles where it ends at the public/private land boundary at Section 22. This route forks about the fork heads back to the southeast across a flat and dead-ends at a scenic overlook of the area in Section 25.

II. CURRENT PURPOSE OF ROUTE: This route provides administrative and recreation access to the Jericho Creek area, and provides access to a scenic overlook of the area.

III. ROAD RIGHT-OF-WAY:

Yes ___ No ___ X ___ Unknown ___

IV. CONSTRUCTION

Yes ___ X ___ No ______

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

V. IMPROVEMENTS

Yes ___ X ___ No ______

By Hand Tools ______ By Machine ______

Culverts ___ X ___ Stream Crossings ___ Bridges ___ Drainage ___ Barriers _____ Other ___
There are several culverts on this route.

VI. MAINTENANCE:

A. Is there evidence or documentation of maintenance using hand tools or machinery?
   Yes X No
   Hand Tools _ (Y/N) Machine _ (Y/N) Y

   Explain: The route was maintained in the past by the private landowner prior to acquisition of the land by BLM.

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

   Comments: BLM intends to maintain this route to provide administrative and recreation access to the Jericho Creek area.

VII. REGULAR AND CONTINUOUS USE:

Yes X No

The portion of the route containing the bridge received regular use except when BLM temporarily closed the bridge for safety reasons. The portion of the route on the south side of the river received regular use until the landowner blocked through access by placing a gate at the BLM/private land boundary. It is not known what year access was blocked at the gate.

VIII. CONCLUSION:

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

Road: Yes X No

Explanation: BLM intends to maintain this route to provide administrative and recreation access to the Jericho Creek area.

Evaluator(s): Heidi Mott Date: 9/30/07

* 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.
REFERENCES

1. Realty Program
   a. Master Title Plats
      T. 6 S., R. 29 E., T. 7 S., R., 29 E.,
      T. 6 S. R. 30 E., T. 7 S., R 30 E., T. 6 S., R. 31
   c. Road ROW (OR02158), Utility ROW (OR 36188)
   b. BLM LR 2000 Record data

2. Mineral Program
   Some of the lands have been leased for potential oil and gas development.

3. GIS Program
   USGS National Map project
   BLM GIS data
   BLM Upper John Day River public lands map, June 1991
   A. BLM Farms Road Data Sheet

The BLM has identified the following man-made features:
There is a 17.5 foot wide ROW (OR 02158) located in T 7 S., R 29 E., Sections 1, 2, and 3, and in T 7 S., R 30 E., Sections 1, 2, 3, 4, 5, and 6, and a ROW located in T. 6 S., R. 30 E., Sections 35 and 36 (OR 36188), both of which form a portion of the boundary but which are not within the unit. This ROW separates the Bone Point unit from the Stoney Creek unit. About ½ mile of utility ROW (OR 36188) is located within the unit in T. 6 S., R. #) E., Section 35.

Team Comments-8/14/07:
Morris – There are old logging roads from historic logging. There is an old logging road up Stoney Creek – it is also used by ATVers, but it is a closed road and is not BLM maintained.
Tippy-Zion Scope ridge has solitude and recreational opportunities characteristics.
Tippy- North of the Highway, the shape makes it difficult to feel wilderness character – East of Potamus. Too many obstacles.
Tippy- Stony Creek has opportunity for solitude and can avoid other visitors.
Thomas – Some adjacent areas on Forest Service have roads.
## Department of the Interior

**Bureau of Land Management**

**Case Recordation**

(MASS) Serial Register Page

**Run Time:** 12:59 PM

**Serial Number:** OROR-- - 002158

### Name & Address

LOUISIANA PACIFIC CO

PO BOX 1

COEUR D ALENE ID 83814

HOLDER/BILLEE

100.000000000

### Mer Twp Rng Sec STyp SNr Suffix Subdivision

<table>
<thead>
<tr>
<th>Twp</th>
<th>Rng</th>
<th>Sec</th>
<th>STyp</th>
<th>SNr</th>
<th>Suffix</th>
<th>Subdivision</th>
<th>District/Resource Area</th>
<th>County</th>
<th>Mgmt Agency</th>
</tr>
</thead>
<tbody>
<tr>
<td>33</td>
<td>0070</td>
<td>0200</td>
<td>ALIQ</td>
<td>NESW</td>
<td>SWSW;</td>
<td>PRINEVILLE CENTRAL ORE</td>
<td>GRANT</td>
<td>BUREAU OF LAND MGMT</td>
<td></td>
</tr>
<tr>
<td>33</td>
<td>0070</td>
<td>0200</td>
<td>ALIQ</td>
<td>SESW</td>
<td></td>
<td>PRINEVILLE CENTRAL ORE</td>
<td>GRANT</td>
<td>BUREAU OF LAND MGMT</td>
<td></td>
</tr>
<tr>
<td>33</td>
<td>0070</td>
<td>0200</td>
<td>ALIQ</td>
<td>S2SE</td>
<td></td>
<td>PRINEVILLE CENTRAL ORE</td>
<td>GRANT</td>
<td>BUREAU OF LAND MGMT</td>
<td></td>
</tr>
<tr>
<td>33</td>
<td>0070</td>
<td>0200</td>
<td>ALIQ</td>
<td>S2SE</td>
<td></td>
<td>PRINEVILLE CENTRAL ORE</td>
<td>GRANT</td>
<td>BUREAU OF LAND MGMT</td>
<td></td>
</tr>
<tr>
<td>33</td>
<td>0070</td>
<td>0200</td>
<td>ALIQ</td>
<td>N2NE</td>
<td></td>
<td>PRINEVILLE CENTRAL ORE</td>
<td>GRANT</td>
<td>BUREAU OF LAND MGMT</td>
<td></td>
</tr>
<tr>
<td>33</td>
<td>0070</td>
<td>0200</td>
<td>LOTS</td>
<td>1,11;</td>
<td></td>
<td>PRINEVILLE CENTRAL ORE</td>
<td>GRANT</td>
<td>BUREAU OF LAND MGMT</td>
<td></td>
</tr>
<tr>
<td>33</td>
<td>0070</td>
<td>0200</td>
<td>ALIQ</td>
<td>NWNW</td>
<td></td>
<td>PRINEVILLE CENTRAL ORE</td>
<td>GRANT</td>
<td>BUREAU OF LAND MGMT</td>
<td></td>
</tr>
<tr>
<td>33</td>
<td>0070</td>
<td>0200</td>
<td>ALIQ</td>
<td>NWSE</td>
<td></td>
<td>PRINEVILLE CENTRAL ORE</td>
<td>GRANT</td>
<td>BUREAU OF LAND MGMT</td>
<td></td>
</tr>
<tr>
<td>33</td>
<td>0060</td>
<td>0300</td>
<td>ALIQ</td>
<td>NENE</td>
<td></td>
<td>VALE BAKER</td>
<td>UMATILLA</td>
<td>BUREAU OF LAND MGMT</td>
<td></td>
</tr>
<tr>
<td>33</td>
<td>0060</td>
<td>0300</td>
<td>ALIQ</td>
<td>NWSW</td>
<td></td>
<td>VALE BAKER</td>
<td>UMATILLA</td>
<td>BUREAU OF LAND MGMT</td>
<td></td>
</tr>
<tr>
<td>33</td>
<td>0070</td>
<td>0300</td>
<td>LOTS</td>
<td>2;</td>
<td></td>
<td>PRINEVILLE CENTRAL ORE</td>
<td>GRANT</td>
<td>BUREAU OF LAND MGMT</td>
<td></td>
</tr>
<tr>
<td>33</td>
<td>0070</td>
<td>0300</td>
<td>ALIQ</td>
<td>S2NW</td>
<td></td>
<td>PRINEVILLE CENTRAL ORE</td>
<td>GRANT</td>
<td>BUREAU OF LAND MGMT</td>
<td></td>
</tr>
<tr>
<td>33</td>
<td>0070</td>
<td>0300</td>
<td>LOTS</td>
<td>1,2;</td>
<td></td>
<td>PRINEVILLE CENTRAL ORE</td>
<td>GRANT</td>
<td>BUREAU OF LAND MGMT</td>
<td></td>
</tr>
<tr>
<td>33</td>
<td>0070</td>
<td>0300</td>
<td>LOTS</td>
<td>2;</td>
<td></td>
<td>PRINEVILLE CENTRAL ORE</td>
<td>GRANT</td>
<td>BUREAU OF LAND MGMT</td>
<td></td>
</tr>
<tr>
<td>33</td>
<td>0060</td>
<td>0310</td>
<td>ALIQ</td>
<td>SESW</td>
<td></td>
<td>VALE BAKER</td>
<td>UMATILLA</td>
<td>BUREAU OF LAND MGMT</td>
<td></td>
</tr>
<tr>
<td>33</td>
<td>0060</td>
<td>0310</td>
<td>LOTS</td>
<td>4;</td>
<td></td>
<td>VALE BAKER</td>
<td>UMATILLA</td>
<td>BUREAU OF LAND MGMT</td>
<td></td>
</tr>
<tr>
<td>33</td>
<td>0060</td>
<td>0310</td>
<td>ALIQ</td>
<td>NENE</td>
<td></td>
<td>VALE BAKER</td>
<td>UMATILLA</td>
<td>BUREAU OF LAND MGMT</td>
<td></td>
</tr>
</tbody>
</table>

### Action

**Serial Number:** OROR-- - 002158

<table>
<thead>
<tr>
<th>Act Date</th>
<th>Code</th>
<th>Action</th>
<th>Action Remark</th>
<th>Pending Office</th>
</tr>
</thead>
<tbody>
<tr>
<td>08/24/1950</td>
<td>124</td>
<td>APLN RECD</td>
<td>$180.00;5YR</td>
<td></td>
</tr>
<tr>
<td>08/23/1951</td>
<td>307</td>
<td>ROW GRANTED-ISSUED</td>
<td>6.171;</td>
<td></td>
</tr>
<tr>
<td>08/23/1951</td>
<td>503</td>
<td>LENGTH IN MILES</td>
<td>35;</td>
<td></td>
</tr>
<tr>
<td>08/23/1951</td>
<td>504</td>
<td>WIDTH IN FEET (TOTAL)</td>
<td>35;</td>
<td></td>
</tr>
<tr>
<td>03/25/1963</td>
<td>140</td>
<td>ASGN FILED</td>
<td></td>
<td></td>
</tr>
<tr>
<td>05/27/1963</td>
<td>139</td>
<td>ASGN APPROVED</td>
<td></td>
<td></td>
</tr>
<tr>
<td>02/12/1973</td>
<td>132</td>
<td>APPRAISAL/REAPPR APPV</td>
<td></td>
<td></td>
</tr>
<tr>
<td>03/07/1973</td>
<td>140</td>
<td>ASGN FILED</td>
<td>$838.02;</td>
<td></td>
</tr>
<tr>
<td>07/09/1973</td>
<td>139</td>
<td>ASGN APPROVED</td>
<td>$297;</td>
<td></td>
</tr>
<tr>
<td>03/12/1993</td>
<td>111</td>
<td>RENTAL RECEIVED</td>
<td></td>
<td></td>
</tr>
<tr>
<td>12/29/1993</td>
<td>111</td>
<td>RENTAL RECEIVED</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Remarks

<table>
<thead>
<tr>
<th>Line Nr</th>
<th>Remarks</th>
<th>Serial Number: OROR-- - 002158</th>
</tr>
</thead>
<tbody>
<tr>
<td>0001</td>
<td>RIGHT-OF-WAY LOGGING ACCESS ROAD.</td>
<td></td>
</tr>
</tbody>
</table>

NO WARRANTY IS MADE BY BLM FOR USE OF THE DATA FOR PURPOSES NOT INTENDED BY BLM
<table>
<thead>
<tr>
<th>Act Date</th>
<th>Code</th>
<th>Action</th>
<th>Action Remark</th>
<th>Pending Office</th>
</tr>
</thead>
<tbody>
<tr>
<td>05/06/1983</td>
<td>124</td>
<td>APIN RECD</td>
<td></td>
<td></td>
</tr>
<tr>
<td>07/28/1983</td>
<td>307</td>
<td>ROW GRANTED-ISSUED</td>
<td></td>
<td></td>
</tr>
<tr>
<td>07/28/1983</td>
<td>502</td>
<td>LENGTH IN FEET</td>
<td>5227.2;</td>
<td></td>
</tr>
<tr>
<td>07/28/1983</td>
<td>504</td>
<td>WIDTH IN FEET (TOTAL)</td>
<td>20;</td>
<td></td>
</tr>
<tr>
<td>10/18/1983</td>
<td>304</td>
<td>AUTH AMENDED/MODIFIED</td>
<td></td>
<td></td>
</tr>
<tr>
<td>02/13/1984</td>
<td>307</td>
<td>ROW GRANTED-ISSUED</td>
<td></td>
<td></td>
</tr>
<tr>
<td>06/24/1984</td>
<td>111</td>
<td>RENTAL RECEIVED</td>
<td>$25;</td>
<td></td>
</tr>
<tr>
<td>05/10/1985</td>
<td>287</td>
<td>PROOF CONST/USE ACPT</td>
<td></td>
<td></td>
</tr>
<tr>
<td>09/15/1989</td>
<td>974</td>
<td>AUTOMATED RECORD VERIF</td>
<td></td>
<td></td>
</tr>
<tr>
<td>04/01/1991</td>
<td>153</td>
<td>POST AUTH APIN RECD</td>
<td></td>
<td></td>
</tr>
<tr>
<td>04/11/1991</td>
<td>065</td>
<td>COST RECOV (MON) RECD</td>
<td>$50.00;</td>
<td></td>
</tr>
<tr>
<td>04/11/1991</td>
<td>971</td>
<td>COST RECOV (PROC) RECD</td>
<td>$125.00;</td>
<td></td>
</tr>
<tr>
<td>07/29/1991</td>
<td>304</td>
<td>AUTH AMENDED/MODIFIED</td>
<td></td>
<td></td>
</tr>
<tr>
<td>11/30/1997</td>
<td>140</td>
<td>ASGN FILED</td>
<td>PTI COMM TO CENTURY</td>
<td></td>
</tr>
<tr>
<td>12/01/1997</td>
<td>139</td>
<td>ASGN APPROVED</td>
<td></td>
<td></td>
</tr>
<tr>
<td>06/01/2005</td>
<td>950</td>
<td>COMPLIANCE APPROVED</td>
<td></td>
<td></td>
</tr>
<tr>
<td>07/27/2013</td>
<td>763</td>
<td>EXPIRES</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Line Nr** | **Remarks**                     | **Serial Number:** OROR-- - 036188
---|-------------------------------|-----------------|
0001 | BURIED TELEPHONE CABLE       |                 |
0002 | AMENDMENT R-O-M IS 20' WIDE AND 600' LONG |                 |
### CORA FAM Roads

<table>
<thead>
<tr>
<th>Route Name</th>
<th>Parent Eq. #</th>
<th>Child Eq. #</th>
<th>Location</th>
<th>County</th>
<th>Length</th>
<th>Ave. Width</th>
<th>Surface Material</th>
<th>Maint. Priority</th>
<th>Grade</th>
<th>Use Period</th>
<th>Condition</th>
<th>DO</th>
<th>Pull Ditches</th>
<th>Cut Brush</th>
<th>Clean Culverts</th>
<th>Cattle Guards</th>
<th>Last Maint.</th>
<th>Other</th>
</tr>
</thead>
<tbody>
<tr>
<td>6207 SF John Day</td>
<td>1362338</td>
<td>00</td>
<td>1515160</td>
<td>Grant</td>
<td>23.11</td>
<td>18</td>
<td>Aggregate</td>
<td>4</td>
<td>All year</td>
<td>Fair</td>
<td></td>
<td>2</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>2007</td>
<td>2450 CY</td>
</tr>
<tr>
<td>6203 Franks-Holmes Cr.</td>
<td>1362334</td>
<td>00</td>
<td>1516157</td>
<td>Grant</td>
<td>30.11</td>
<td>14</td>
<td>Natural-Gravel</td>
<td>3</td>
<td>May-Oct</td>
<td>Good</td>
<td></td>
<td>3</td>
<td>26 mi x</td>
<td></td>
<td></td>
<td></td>
<td>2007</td>
<td></td>
</tr>
<tr>
<td>7669 NF John Day</td>
<td>14000628</td>
<td>00</td>
<td>1517883</td>
<td>Grant</td>
<td>8.18</td>
<td>16</td>
<td>Natural-Gravel</td>
<td>3</td>
<td>all year</td>
<td>FAIR</td>
<td></td>
<td>4</td>
<td>x</td>
<td></td>
<td></td>
<td></td>
<td>2007</td>
<td></td>
</tr>
<tr>
<td>7548 Old Logging Rd</td>
<td>1362510</td>
<td>00</td>
<td>1515199</td>
<td>Grant</td>
<td>3.75</td>
<td>24</td>
<td>Natural-unimproved</td>
<td>3</td>
<td>May-Oct</td>
<td>FAIR</td>
<td></td>
<td>3</td>
<td>x</td>
<td></td>
<td></td>
<td></td>
<td>2007</td>
<td></td>
</tr>
<tr>
<td>7559 Priest Hole</td>
<td>1362520</td>
<td>00</td>
<td>1516203</td>
<td>Grant</td>
<td>1.54</td>
<td>14</td>
<td>Natural-Gravel</td>
<td>3</td>
<td>May-Oct</td>
<td>Fair</td>
<td></td>
<td>10</td>
<td>8 mi as need</td>
<td></td>
<td></td>
<td></td>
<td>2007</td>
<td></td>
</tr>
<tr>
<td>6578 South Boundary</td>
<td>1362468</td>
<td>00</td>
<td>1513041</td>
<td>Grant</td>
<td>22.11</td>
<td>16</td>
<td>Aggregate</td>
<td>3</td>
<td>Mar-Dec</td>
<td>Good</td>
<td></td>
<td>6</td>
<td>x</td>
<td></td>
<td></td>
<td></td>
<td>2007</td>
<td></td>
</tr>
</tbody>
</table>

**Notes:**
- *Gravel: Natural-Gravel
- *Unimproved: Natural-unimproved
- *Fair: May-Oct
- *Good: May-Oct
- *as need: May-Oct
- *Install roll dip @ double culverts: May-Oct

---

**2007 place aggregate - 2450 CY**