



Lands with Wilderness Characteristics

Polygon 004



July 2013

WILDERNESS CHARACTERISTICS INVENTORY
APPENDIX B – INVENTORY AREA EVALUATION

Evaluation of Current Conditions:

1) Document and review any existing BLM wilderness characteristics inventory findings on file regarding the presence or absence of individual wilderness characteristics, using Form 1, below.

2) Consider relevant information regarding current conditions available in the office. Identify and describe any changes to the existing inventory information. Use interdisciplinary team knowledge, aerial photographs, field observations, maps, etc. and document the findings on Form 2, below. Document current conditions regarding wilderness characteristics, as opposed to potential future conditions.

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 the 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 characteristics inventory. Document the 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

Current Conditions: Presence or Absence of Wilderness Characteristics

Area Unique Identifier: **CO-010-004**

Acreage

(If the inventory area consists of subunits, list the acreage of each and evaluate each separately).

In completing steps (1)-(5), use additional space as necessary.

(1) Is the area of sufficient size? (If the area meets one of the exceptions to the size criterion, check "Yes" and describe the exception in the space provided below),

Yes **X** No

Note: If "No" is checked the area does not have wilderness characteristics; check "NA" for the remaining questions below.

Description (describe the boundaries of the area--wilderness inventory roads, property lines, etc.):

The area is located about 80 miles west of Craig, Colorado and is just south of Moffat County Road 4. County Road 4 forms the majority of the northeastern boundary. The rest is a private land boundary. The eastern and southern borders are formed by CR 4W. Along CR 4W, a road constructed to access to natural gas developments exists. Because this is the only access road and it is regularly traveled by industry personnel, it should be cherry-stemmed from the unit. The boundary continues along 4W until BLM 2065 is reached. BLM 2065 does not meet the necessary criteria for WIR status, however, because it is a BLM road and travel management has not been completed, the BLM could choose to maintain it. It is highly recommended that the route not be maintained. If it is decided that the road be maintained, this will form the western boundary. If not, CR 4S will form the boundary instead. In the northwest corner of the area, an active gas well pad forms the boundary. The northern boundary is the Colorado-Wyoming border.

(2) Does the area appear to be natural?

Yes **X** No N/A

Note: If "No" is checked the area does not have wilderness characteristics; check "NA" for the remaining questions below.

Description (include land ownership, location, topography, vegetation, and summary of major human uses/activities):

Large rock buttes, rolling shale hills, and the spring-fed Shell Creek drainage comprise the unit. There are some range improvements located with the unit, such as stock ponds and fences, however they are substantially unnoticeable. The previously mentioned natural gas developments will be removed from the boundary of the area. The area is primarily affected by the forces of nature.

(3) Does the area (or the remainder of the area if a portion has been excluded due to unnaturalness and the remainder is of sufficient size) have outstanding opportunities for solitude?

Yes **X** No N/A

Description (describe the area's outstanding opportunities for solitude):

The unit is located in a remote and seldom visited part of Colorado. No visitors were seen while inventorying the area. Varying topography also plays a role in providing solitude to visitors.

(4) Does the area (or the remainder of the area if a portion has been excluded due to unnaturalness and the remainder is of sufficient size) have outstanding opportunities for primitive and unconfined recreation?

Yes No N/A

Note: If "No" is checked for both 3 and 4 the area does not have wilderness characteristics; check "NA" for question 5.

Description (describe the area's outstanding opportunities for primitive and unconfined recreation):

The area is home to many species of big game, which provide for both photographic and hunting opportunities. Wild horses frequent the area as well. Visitors could easily traverse the terrain by either foot or horseback and the Shell Creek valley offers excellent camping locations.

(5) Does the area have supplemental values (ecological, geological, or other features of scientific, educational, scenic or historical value)?

Yes No N/A

Description:

WILDERNESS CHARACTERISTICS INVENTORY

APPENDIX C – ROUTE ANALYSIS¹

(Factors to consider when determining whether a route is a road² for wilderness characteristics inventory purposes.)

Wilderness Characteristics Inventory Area Unique Identifier: **CO-010-004**

Route or Route Segment³ Name and/or Identifier: **LWC_4_Route 1**

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

I. LOCATION: Refer to attached map and BLM corporate data (GIS). List photo point references (where applicable) or reference attached photo log:

Describe:

Route 1 travels southwest from CR 4 into the Shell Creek valley and then back up to CR 4S. It is called BLM 2065. GIS points associated are 4-02, 4-03, 4-04, 4-11, and 4-10.

II. ROUTE CONTEXT

A. Current Purpose⁴ (if any) of Route: (Examples: Rangeland/Livestock Improvements)

¹ 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.

² 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.

³ 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.

⁴ 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.

(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 route accesses an old windmill and stock tank.

B. Right-of-Way (ROW):

1. Is there a ROW associated with this route?

Yes No Unknown **X**

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 Other

Describe:

The road is cut into the ground.

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:

Where necessary, drainage channels have been constructed to facilitate access.

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 (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:

The route has not been maintained in recent times and has deteriorated significantly. It is fully washed out where it crosses Shell Creek.

2. If the route or route segment is in good⁵ 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

Travel management has yet to be conducted and the BLM could approve maintenance.

However, it is highly recommended that the route be closed to travel and not maintained.

C. 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).⁶

⁵ 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.

⁶ 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.

IV. CONCLUSION:

The route receives little use. It is nearly impassable in many places and fully impassable at one point.

Does the route or route segment⁷ 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
inventory purposes

No = Not a road for wilderness

Explanation⁸:

It is recommended that the route not be considered a WIR as it does not meet the necessary criteria for consideration. However, the decision will be made after the completion of travel management to determine the status of the route.

Evaluator(s): **Ty Skoe, Recreation Intern**

Date: **7/8/13**

Evaluator(s): **Cody Niehus, Recreation Intern**

Date: **7/8/13**

⁷ 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.

⁸ Describe and explain rationale for any discrepancies with citizen proposals.

WILDERNESS CHARACTERISTICS INVENTORY

APPENDIX C – ROUTE ANALYSIS⁹

(Factors to consider when determining whether a route is a road¹⁰ for wilderness characteristics inventory purposes.)

Wilderness Characteristics Inventory Area Unique Identifier: **CO-010-004**

Route or Route Segment¹¹ Name and/or Identifier: **LWC_4_Route 2**

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

- III. LOCATION:** Refer to attached map and BLM corporate data (GIS). List photo point references (where applicable) or reference attached photo log:

Describe:

Route 2 travels southeast and forms the northeast part of the border. It is CR 4. GIS point associated is 5-03.

IV. ROUTE CONTEXT

- A. Current Purpose¹² (if any) of Route: (Examples: Rangeland/Livestock Improvements

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¹⁰ 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.

¹¹ 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.

¹² 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.

(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 route is used primarily by oil and natural gas personnel.

B. Right-of-Way (ROW):

4. Is there a ROW associated with this route?

Yes No Unknown **X**

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

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

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

Explain:

III. WILDERNESS INVENTORY ROAD CRITERIA

B. 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 **X** Roadside Berms Cut/Fill Other

Describe:

The route was cut into the ground and then graveled.

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:

The route was recently covered in mag-chloride to facilitate and improve access.

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 (if both B.1 *and* B.2 are checked "no" below)

3. Is there Evidence or Documentation of Maintenance using hand tools or machinery?
Yes No If "yes": by Hand Tools by Machine

Explain:

The route is in good condition suggesting that it is maintained.

4. If the route or route segment is in good¹³ 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 presently maintained by Moffat County.

C. 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).¹⁴

¹³ 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.

¹⁴ 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.

IV. CONCLUSION:

The route is used on a daily basis. Numerous oil and gas personnel vehicles were observed while inventorying the area.

Does the route or route segment¹⁵ 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 inventory purposes No = Not a road for wilderness

Explanation¹⁶:

The route meets the necessary criteria for consideration as a WIR.

Evaluator(s): **Ty Skoe, Recreation Intern**

Date: **7/8/13**

Evaluator(s): **Cody Niehus, Recreation Intern**

Date: **7/8/13**

¹⁵ 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.

¹⁶ Describe and explain rationale for any discrepancies with citizen proposals.

WILDERNESS CHARACTERISTICS INVENTORY

APPENDIX C – ROUTE ANALYSIS¹⁷

(Factors to consider when determining whether a route is a road¹⁸ for wilderness characteristics inventory purposes.)

Wilderness Characteristics Inventory Area Unique Identifier: **CO-010-004**

Route or Route Segment¹⁹ Name and/or Identifier: **LWC_4_Route 3**

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

- V. LOCATION: Refer to attached map and BLM corporate data (GIS). List photo point references (where applicable) or reference attached photo log:

Describe:

Route 3 is CR 4W. It travels west from its junction with BLM 2065 until it meets with BLM 2062 where it turns north towards CR 4.

VI. ROUTE CONTEXT

- A. Current Purpose²⁰ (if any) of Route: (Examples: Rangeland/Livestock Improvements

¹⁷ 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.

¹⁸ 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.

¹⁹ 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.

²⁰ 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.

(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 3 serves a variety of purposes from general transportation to recreation to oil and gas development maintenance.

B. Right-of-Way (ROW):

7. Is there a ROW associated with this route?

Yes No Unknown **X**

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

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

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

Explain:

III. WILDERNESS INVENTORY ROAD CRITERIA

C. 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 **X** Roadside Berms Cut/Fill Other

Describe:

Route 3 was cut into the ground and then graveled.

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:

Where necessary, drainage channels were constructed to facilitate access.

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 (if both B.1 *and* B.2 are checked "no" below)

5. Is there Evidence or Documentation of Maintenance using hand tools or machinery?
Yes No If "yes": by Hand Tools by Machine

Explain:

The route is in good condition suggesting that it is maintained.

6. If the route or route segment is in good²¹ 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 presently maintained by Moffat County.

C. 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).²²

²¹ 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.

²² 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.

IV. CONCLUSION:

Vehicle tracks were observed. The route is likely used at least once a week by oil and gas maintenance personnel.

Does the route or route segment²³ 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 inventory purposes No = Not a road for wilderness

Explanation²⁴:

The route meets the necessary criteria for consideration as a WIR.

Evaluator(s): **Ty Skoe, Recreation Intern**

Date: **7/8/13**

Evaluator(s): **Cody Niehus, Recreation Intern**

Date: **7/8/13**

²³ 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.

²⁴ Describe and explain rationale for any discrepancies with citizen proposals.

WILDERNESS CHARACTERISTICS INVENTORY

APPENDIX C – ROUTE ANALYSIS²⁵

(Factors to consider when determining whether a route is a road²⁶ for wilderness characteristics inventory purposes.)

Wilderness Characteristics Inventory Area Unique Identifier: **CO-010-004**

Route or Route Segment²⁷ Name and/or Identifier: **LWC_4_Route 4**

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

VII. LOCATION: Refer to attached map and BLM corporate data (GIS). List photo point references (where applicable) or reference attached photo log:

Describe:

Route 4 travels west and then north from CR 4W.

VIII. ROUTE CONTEXT

A. Current Purpose²⁸ (if any) of Route: (Examples: Rangeland/Livestock Improvements (stock tank, developed spring, reservoir, fence, corral), Inholdings (ranch, farmhouse), Mine

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²⁶ 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.

²⁷ 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.

²⁸ 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

Site, Concentrated Use Site (camp site), Recreation, Utilities (transmission line, telephone, pipeline), Administrative (project maintenance, communication site, vegetation treatment)).

Describe:

The route likely accesses an abandoned range improvement.

B. Right-of-Way (ROW):

10. Is there a ROW associated with this route?

Yes No Unknown **X**

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

12. 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 Cut/Fill Other

Describe:

The route is cut into the ground.

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.

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:

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 (if both B.1 and B.2 are checked "no" below)

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

Yes No If "yes": by Hand Tools by Machine

Explain:

8. If the route or route segment is in good²⁹ 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 receives scattered use and is in poor repair.

C. 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).³⁰

²⁹ 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.

³⁰ 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.

IV. CONCLUSION:

The route receives some use, but it is very seldom. If the road provided access to anything, it was unnoticeable.

Does the route or route segment³¹ 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
inventory purposes

No **X** = Not a road for wilderness

Explanation³²:

The route does not meet the necessary criteria for consideration as a WIR.

Evaluator(s): **Ty Skoe, Recreation Intern**

Date: **7/8/13**

Evaluator(s): **Cody Niehus, Recreation Intern**

Date: **7/8/13**

³¹ 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.

³² Describe and explain rationale for any discrepancies with citizen proposals.

WILDERNESS CHARACTERISTICS INVENTORY

APPENDIX C – ROUTE ANALYSIS³³

(Factors to consider when determining whether a route is a road³⁴ for wilderness characteristics inventory purposes.)

Wilderness Characteristics Inventory Area Unique Identifier: **CO-010-004**

Route or Route Segment³⁵ Name and/or Identifier: **LWC_4_Route 5**

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

- IX.** LOCATION: Refer to attached map and BLM corporate data (GIS). List photo point references (where applicable) or reference attached photo log:

Describe:

The route travels north from CR 4W. After a short distance it forks. One fork travels north and the other travels west and then north. Photo point references include 4-013, 4-014, and 4-015.

X. ROUTE CONTEXT

A. Current Purpose³⁶ (if any) of Route: (Examples: Rangeland/Livestock Improvements

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³⁴ Road: An access route which has been improved and maintained by mechanical means to insure relatively regular and continuous use. A way maintained solely by the passage of vehicles does not constitute a road.

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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.

³⁵ 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.

³⁶ 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

(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 route travels to active natural gas developments.

B. Right-of-Way (ROW):

13. Is there a ROW associated with this route?

Yes No Unknown **X**

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

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

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

Explain:

III. WILDERNESS INVENTORY ROAD CRITERIA

E. 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 No

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

Describe:

The route is cut into the ground.

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.

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:

Where necessary drainage channels have been constructed to facilitate access.

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 (if both B.1 *and* B.2 are checked "no" below)

9. Is there Evidence or Documentation of Maintenance using hand tools or machinery?
Yes No If "yes": by Hand Tools by Machine

Explain:

The route is in good condition suggesting that it is maintained.

10. If the route or route segment is in good³⁷ 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 the only access road to 2 active natural gas developments, so it is likely that BLM would approve maintenance.

C. 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).³⁸

³⁷ 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.

³⁸ 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.

IV. CONCLUSION:

The route is used on at least a weekly basis by natural gas industry personnel.

Does the route or route segment³⁹ 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
inventory purposes

No = Not a road for wilderness

Explanation⁴⁰:

The route meets the necessary criteria for consideration as a WIR. It should be cherry-stemmed from the unit.

Evaluator(s): **Ty Skoe, Recreation Intern**

Date: **7/8/13**

Evaluator(s): **Cody Niehus, Recreation Intern**

Date: **7/8/13**

³⁹ 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.

⁴⁰ Describe and explain rationale for any discrepancies with citizen proposals.

4-01 W



4-03 SE



4-02 SE



4-04 S



4-13 N



4-015 SW



4-14 S



Polygon 4 Scenic

