



## Lands with Wilderness Characteristics



**Polygon 018**

**July 2013**

# Form 1: Document Wilderness Characteristics Inventory Findings on Record

Is there existing BLM wilderness characteristics inventory information on all or part of this area?

NO  (If no, go to Form 2)

YES  If yes, and if the area has subunits within the broader area, list the unique identifiers for each of those subunits:

Inventory Source: \_\_\_\_\_

Inventory Area Unique Identifier(s): \_\_\_\_\_

Map Name(s)/Number(s): \_\_\_\_\_

BLM District(s)/Field Office(s): \_\_\_\_\_

BLM Inventory findings on record: Document existing inventory information regarding wilderness characteristics (if more than one BLM inventory area is associated with the area, list each area and answer each question individually for each inventory area):

Document BLM Wilderness Characteristics Findings on Record (Historic Findings)					
Inventory Source Document:					
Area Unique Identifier	Sufficient Size? (YES/NO & acres)	Naturalness (YES/NO)	Outstanding Opportunities for Solitude (YES/NO)	Outstanding opportunities for primitive & unconfined recreation (YES/NO)	Supplemental Values? (YES/NO)

(add rows as needed)

## Form 2: Current Conditions: Presence Or Absence Of Wilderness Characteristics

Area Unique Identifier **LWC Polygon 18** Acreage **11609.76**

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

1. Is the area of sufficient size? (If area meets an exception to the size criterion, check "Yes" and describe the exception):

Yes  No \_\_\_\_\_ (If "no" is checked, the area does not have wilderness characteristics; check "NA" for the remaining questions)

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

**Starting at the intersection of MCR 126 and MCR 52 in the southeast corner of LWC 18 and traveling north, MCR 126 travels north and acts as a portion of the eastern boundary of the area. At the intersection of MCR 126 and BLM 2058, BLM 2058 assumes the eastern boundary. BLM 2058 travels north then west, acting as the northern border of the area before intersecting BLM 2051. BLM 2051 travels south, acting as the western border. The western border ends at the intersection of BLM 2051 and MCR 52. From that intersection MCR 52 acts as the southern border until intersecting MCR 126.**

2. Does the area appear to be natural?

Yes  No \_\_\_\_\_ NA \_\_\_\_\_ (If "no" is checked, the area does not have wilderness characteristics; check "NA" for the remaining questions)

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

**LWC Polygon 18 is composed of and bordered by BLM managed public lands within the Little Snake Field Office's resource area. The area is adjacent to Lookout Mountain in the Sand Wash area of the Little Snake Field Office. Rolling hills spread from the heights of Lookout Mountain and into the Sand Wash Basin. Many washes and draws in the area create ridges and low lying areas throughout. Sagebrush, Pinyon Pine, and Juniper are the predominate vegetation throughout the area. The majority of the signs of human impact are primitive routes that crisscross the area. A utility line follows the western boundary on both sides of MCR 126. At point 18-023 there are several structures on the very edge of LWC Polygon 18. Overall the area appears to be affected primarily 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  No \_\_\_\_\_ NA \_\_\_\_\_ (If "no" is checked, the area may still have wilderness characteristics – see question 4)

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

**The northern portion to the area is on the shoulder of Lookout Mountain and then sweeps south into the Sand Wash Basin. The loss in elevation creates rolling hills that are split by multiple draws and washes that provide outstanding opportunities for solitude. The lower lying areas provide a chance to be screened from the rest of the area, providing outstanding solitude. Due to the remoteness of the area solitude is easy to find because there is not large quantities of human traffic; no other humans were seen during inventory.**

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 \_\_\_\_\_ NA \_\_\_\_\_ (If "no" is checked, the area may still have wilderness characteristics; if "No" is checked for both questions 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 areas varying topography of LWC Polygon 18 provides outstanding opportunities for multiple forms of primitive recreation. The flowing hills off of Lookout Mountain and the proximity to the mountain provide outstanding cross country hiking opportunities and wildlife viewing; many pronghorn were seen during inventory. The Sand Wash Basin is home to a large wild horse population that provides wonderful viewing opportunities.**

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

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

Description:

**The wild horse herds of the area provide supplemental value.**

6. Summary of Analysis to document information that constitutes the inventory finding on wilderness characteristics. This does not represent a formal land use allocation or a final agency decision, and does not represent a decision in regard to how the area will be managed or address impacts of management decisions. Explain the inventory findings for the entirety of the inventory unit. When an LWC has been identified that is smaller than the size of the total inventory unit, explain why certain portions of the inventory unit are not included in the LWC (e.g. the inventory found that certain parts lacked naturalness).

- Does the area meet size requirements or exceptions? Yes  No \_\_\_\_\_
- Does the area appear natural? Yes  No \_\_\_\_\_ NA \_\_\_\_\_
- Does the area offer outstanding opportunities for solitude or a primitive and unconfined type of recreation? Yes  No \_\_\_\_\_ NA \_\_\_\_\_

Check one:

**X** The area, or a portion of the area, has wilderness characteristics and is identified as land with wilderness characteristics (*all 3 bullets must be answered "yes"*).

\_\_\_\_\_ The area does not have wilderness characteristics (*one or more of the bullets is answered "no"*).

7. Prepared by (list team members, titles, date, signatures; add lines as needed):

Evaluator (name/title): **Brendan M. Grady/Recreation Intern** Date: **07/22/2013**  
Evaluator (name/title): \_\_\_\_\_ Date: \_\_\_\_\_  
Evaluator (name/title): \_\_\_\_\_ Date: \_\_\_\_\_

8. Reviewed by (District or Field Manager):

Name: \_\_\_\_\_  
Title: \_\_\_\_\_  
Date: \_\_\_\_\_

### **Form 3: Route Analysis:**

The Route Analysis includes factors to consider when determining whether a route is a road for wilderness characteristics inventory purposes. For the purposes of this analysis, use the following definition of a "road". This definition is drawn from and the FLPMA legislative history and historic BLM inventory direction.

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.

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.

Wilderness Characteristics Inventory Area Unique Identifier: **LWC Polygon 18**

Route or Route Segment Name and/or Identifier: **18-001, Route 1; MCR 126**

#### **I. LOCATION:**

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

Map Title: \_\_\_\_\_ Map Date: \_\_\_\_\_

Describe:

**Route 1 starts at the intersection of MCR 52 and MCR 126 and travels north to the intersection of MCR 126 and BLM 2058. Route 1 is MCR 126 and acts as the eastern boundary of LWC 18.**

## II. ROUTE CONTEXT

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.

- A. Current Purpose (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 1 is MCR 126 for all users in Moffat County**

### B. Right-of-Way (ROW):

B.1. Is there a ROW associated with this route?

Yes  No  Unknown

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

**Moffat County 126**

B.2. Is the ROW still being used for this purpose?

Yes  No  Unknown or N/A

Explain:

**Moffat County citizens use MCR 126 regularly.**

## III. WILDERNESS INVENTORY ROAD CRITERIA

A. Is there evidence of construction or improvement using mechanical means?

Yes, if either III.A.1 *or* III.A.2 is checked "yes" below

No, if both III.A.1 *and* III.A.2 are checked "no" below

A.1. Construction: Is there evidence that the route or route segment was originally constructed using mechanical means?

Yes  No

Examples (partial list):

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

Describe:

**Moffat County constructed the road mechanically.**

A.2. Improvements: Is there evidence of improvements using mechanical means to facilitate access?

Yes **X** If “yes”, improvements by? Hand Tools \_\_\_ by Machine **X**  
No \_\_\_

Examples (partial list):

Culverts\_\_\_ Built Stream Crossings **X** Bridges\_\_\_ Drainage **X** Barriers\_\_\_

Describe:

**There is drainage along the entire extent of the route as well as dry creek/wash crossings.**

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

Yes, if either III.B.1 *or* III.B.2 is checked “yes” below **X**  
No, if both III.B.1 *and* III.B.2 are checked “no” below \_\_\_

B.1. Is there evidence or documentation of maintenance using hand tools or machinery?

Yes **X** If “yes”, maintenance by? Hand Tools \_\_\_ by Machine **X**  
No \_\_\_

Explain:

**Moffat County maintains the road to ensure regular and continuous use.**

B.2. If the route or route segment is in good 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? “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.

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

Explain:

**Moffat County maintains the route.**

C. Relatively regular and continuous use: Does the route or route segment ensure relatively regular and continuous use?

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

Explain: 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 (regular and continuous use relative to the purpose(s) of the route). Include estimate of travel rates for the stated purposes (e.g., trips per day, week, month, season, year, or even multiple years in some facility maintenance cases).

**Route 1 is Moffat County Road 126 and receives an estimated 237 trips per year.**

#### IV. CONCLUSION:

Does the route or route segment meet the definition of a wilderness inventory road (i.e., are items III.A *and* III.B *and* III.C all checked yes)? 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. Also, describe and explain rationale for any discrepancies with citizen proposals.

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

Explain:

**Route 1 is MCR 126 and is maintained by Moffat County to ensure regular and continuous use.**

Evaluator (name/title): **Brendan M. Grady/Recreation Intern**

Date: **07/18/2013**

### **Form 3: Route Analysis:**

The Route Analysis includes factors to consider when determining whether a route is a road for wilderness characteristics inventory purposes. For the purposes of this analysis, use the following definition of a “road”. This definition is drawn from and the FLPMA legislative history and historic BLM inventory direction.

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.

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.

Wilderness Characteristics Inventory Area Unique Identifier: **LWC Polygon 18**

Route or Route Segment Name and/or Identifier: **18-002, Route 2; MCR 52**

**III. LOCATION:**

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

Map Title: \_\_\_\_\_ Map Date: \_\_\_\_\_

Describe:

**Route 2 starts at the intersection of MCR 52 and MCR 126 and travels west to the intersection of MCR 52 and BLM 2051 at point 18-052. Route 2 is the southern boundary of LWC 18.**

**IV. ROUTE CONTEXT**

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.

- C. Current Purpose (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 2 is MCR 52 and acts as a main thoroughfare in the area.**

**D. Right-of-Way (ROW):**

B.1. Is there a ROW associated with this route?

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

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

**The route is Moffat County Road 52.**

B.2. Is the ROW still being used for this purpose?

Yes  No \_\_\_\_\_ Unknown or N/A \_\_\_\_\_

Explain:

**MCR 52 is used regularly.**

**III. WILDERNESS INVENTORY ROAD CRITERIA**

D. Is there evidence of construction or improvement using mechanical means?

Yes, if either III.A.1 or III.A.2 is checked "yes" below

No, if both III.A.1 and III.A.2 are checked "no" below \_\_\_\_\_

A.1. Construction: Is there evidence that the route or route segment was originally constructed using mechanical means?

Yes  No

Examples (partial list):

Paved  Bladed  Graveled  Roadside Berms  Cut/Fill  Other

Describe:

**Moffat County constructed the route mechanically.**

A.2. Improvements: Is there evidence of improvements using mechanical means to facilitate access?

Yes  If "yes", improvements by? Hand Tools  by Machine   
No

Examples (partial list):

Culverts  Built Stream Crossings  Bridges  Drainage  Barriers

Describe:

**Moffat County has installed drainage along the route.**

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

Yes, if either III.B.1 *or* III.B.2 is checked "yes" below

No, if both III.B.1 *and* III.B.2 are checked "no" below

B.1. Is there evidence or documentation of maintenance using hand tools or machinery?

Yes  If "yes", maintenance by? Hand Tools  by Machine

No

Explain:

**Moffat County maintains the road to ensure regular and continuous use.**

B.2. If the route or route segment is in good 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? "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.

Yes  No

Explain:

**Maintenance of the route is under Moffat County Jurisdiction.**

F. Relatively regular and continuous use: Does the route or route segment ensure relatively regular and continuous use?

Yes  No

Explain: 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 (regular and continuous use relative to the purpose(s) of the route). Include estimate of travel rates for the stated purposes (e.g., trips per day, week, month, season, year, or even multiple years in some facility maintenance cases).

**MCR 52 is traveled regularly with an estimated 15 trips per month.**

#### IV. CONCLUSION:

Does the route or route segment meet the definition of a wilderness inventory road (i.e., are items III.A and III.B and III.C all checked yes)? 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. Also, describe and explain rationale for any discrepancies with citizen proposals.

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

Explain:

**Route 2 is MCR 52 and is maintained by Moffat County to ensure regular and continuous use.**

Evaluator (name/title): **Brendan M. Grady/Recreation Intern**

Date: **07/18/2013**

### **Form 3: Route Analysis:**

The Route Analysis includes factors to consider when determining whether a route is a road for wilderness characteristics inventory purposes. For the purposes of this analysis, use the following definition of a "road". This definition is drawn from and the FLPMA legislative history and historic BLM inventory direction.

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.

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.

Wilderness Characteristics Inventory Area Unique Identifier: **LWC Polygon 18**

Route or Route Segment Name and/or Identifier: **18-003, Route 3**

**V. LOCATION:**

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

Map Title: \_\_\_\_\_ Map Date: \_\_\_\_\_

Describe:

**Route 3 starts at point 18-047 and 18-051 along MCR 52, and travels north. At points 18-049 and 18-048 a stock pond is noted. The route continues north and ends at point 18-050.**

**VI. ROUTE CONTEXT**

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.

- E. Current Purpose (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 3 provides access to one range improvement (stock pond) and open range.**

F. Right-of-Way (ROW):

B.1. Is there a ROW associated with this route?

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

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

B.2. Is the ROW still being used for this purpose?

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

Explain:

**III. WILDERNESS INVENTORY ROAD CRITERIA**

G. Is there evidence of construction or improvement using mechanical means?  
Yes, if either III.A.1 *or* III.A.2 is checked “yes” below \_\_\_\_\_  
No, if both III.A.1 *and* III.A.2 are checked “no” below **X**

A.1. Construction: Is there evidence that the route or route segment was originally constructed using mechanical means?  
Yes \_\_\_\_\_ No **X**

Examples (partial list):  
Paved\_\_\_\_ Bladed\_\_\_\_ Graveled\_\_\_\_ Roadside Berms\_\_\_\_ Cut/Fill\_\_\_\_ Other\_\_\_\_

Describe:

A.2. Improvements: Is there evidence of improvements using mechanical means to facilitate access?  
Yes \_\_\_\_\_ If “yes”, improvements by? Hand Tools \_\_\_\_\_ by Machine \_\_\_\_\_  
No **X**

Examples (partial list):  
Culverts\_\_\_\_ Built Stream Crossings\_\_\_\_ Bridges\_\_\_\_ Drainage\_\_\_\_ Barriers\_\_\_\_

Describe:

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

B.1. Is there evidence or documentation of maintenance using hand tools or machinery?  
Yes \_\_\_\_\_ If “yes”, maintenance by? Hand Tools \_\_\_\_\_ by Machine \_\_\_\_\_  
No **X**

Explain:

B.2. If the route or route segment is in good 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? “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.  
Yes \_\_\_\_\_ No **X**

Explain:

**The route is user created and is rapidly being reclaimed by the forces of nature.**

I. Relatively regular and continuous use: Does the route or route segment ensure relatively regular and continuous use?

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

Explain: 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 (regular and continuous use relative to the purpose(s) of the route). Include estimate of travel rates for the stated purposes (e.g., trips per day, week, month, season, year, or even multiple years in some facility maintenance cases).

**The route receives an estimated 12 trips per year.**

#### IV. CONCLUSION:

Does the route or route segment meet the definition of a wilderness inventory road (i.e., are items III.A and III.B and III.C all checked yes)? 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. Also, describe and explain rationale for any discrepancies with citizen proposals.

Yes \_\_\_\_ = Wilderness Inventory Road

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

Explain:

**The route is primitive and the range improvement access is deteriorating rapidly. It's nearly reclaimed by the forces of nature.**

Evaluator (name/title): **Brendan M. Grady/Recreation Intern**

Date: **07/18/2013**

### **Form 3: Route Analysis:**

The Route Analysis includes factors to consider when determining whether a route is a road for wilderness characteristics inventory purposes. For the purposes of this analysis, use the following definition of a "road". This definition is drawn from and the FLPMA legislative history and historic BLM inventory direction.

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.

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.

Wilderness Characteristics Inventory Area Unique Identifier: **LWC Polygon 18**

Route or Route Segment Name and/or Identifier: **18-004, Route 4; BLM 2051**

## VII. LOCATION:

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

Map Title: \_\_\_\_\_ Map Date: \_\_\_\_\_

Describe:

**Route 4 starts at point 18-052 and travels north to the intersection of BLM roads 2051 and 2058. Route 4 is the western boundary of LWC Polygon 18. The route is BLM 2051.**

## VIII. ROUTE CONTEXT

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.

G. Current Purpose (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 route connects MCR 52 and BLM 2058. The route is a main thoroughfare in the area.**

H. Right-of-Way (ROW):

B.1. Is there a ROW associated with this route?

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

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

B.2. Is the ROW still being used for this purpose?

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

Explain:

## III. WILDERNESS INVENTORY ROAD CRITERIA

J. Is there evidence of construction or improvement using mechanical means?  
Yes, if either III.A.1 *or* III.A.2 is checked “yes” below  **X**  
No, if both III.A.1 *and* III.A.2 are checked “no” below \_\_\_\_\_

A.1. Construction: Is there evidence that the route or route segment was originally constructed using mechanical means?  
Yes  **X** No \_\_\_\_\_

Examples (partial list):  
Paved \_\_\_\_\_ Bladed  **X** Graveled \_\_\_\_\_ Roadside Berms \_\_\_\_\_ Cut/Fill \_\_\_\_\_ Other \_\_\_\_\_

Describe:  
**The route was originally constructed using a bladed machine.**

A.2. Improvements: Is there evidence of improvements using mechanical means to facilitate access?  
Yes  **X** If “yes”, improvements by? Hand Tools \_\_\_\_\_ by Machine  **X**  
No \_\_\_\_\_

Examples (partial list):  
Culverts \_\_\_\_\_ Built Stream Crossings \_\_\_\_\_ Bridges \_\_\_\_\_ Drainage  **X** Barriers \_\_\_\_\_

Describe:  
**There are water bars along the route to improve drainage and prevent erosion.**

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

B.1. Is there evidence or documentation of maintenance using hand tools or machinery?  
Yes  **X** If “yes”, maintenance by? Hand Tools \_\_\_\_\_ by Machine  **X**  
No \_\_\_\_\_

Explain:  
**The route appears to be bladed to ensure regular and continuous use.**

B.2. If the route or route segment is in good 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? “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.  
Yes  **X** No \_\_\_\_\_

Explain:

**The route appears to be a main thoroughfare in the area and a heavily used BLM road.**

L. Relatively regular and continuous use: Does the route or route segment ensure relatively regular and continuous use?

Yes  No

Explain: 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 (regular and continuous use relative to the purpose(s) of the route). Include estimate of travel rates for the stated purposes (e.g., trips per day, week, month, season, year, or even multiple years in some facility maintenance cases).

**The route receives an estimated 7 trips per month.**

#### IV. CONCLUSION:

Does the route or route segment meet the definition of a wilderness inventory road (i.e., are items III.A and III.B and III.C all checked yes)? 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. Also, describe and explain rationale for any discrepancies with citizen proposals.

Yes  = Wilderness Inventory Road

No  = Not a road for wilderness inventory purposes

Explain:

**The route is maintained by the BLM to ensure regular and continuous use.**

Evaluator (name/title): **Brendan M. Grady/Recreation Intern**

Date: **07/18/2013**

### **Form 3: Route Analysis:**

The Route Analysis includes factors to consider when determining whether a route is a road for wilderness characteristics inventory purposes. For the purposes of this analysis, use the following definition of a “road”. This definition is drawn from and the FLPMA legislative history and historic BLM inventory direction.

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.

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.

Wilderness Characteristics Inventory Area Unique Identifier: **LWC Polygon 18**

Route or Route Segment Name and/or Identifier: **18-005, Route 5**

**IX. LOCATION:**

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

Map Title: \_\_\_\_\_ Map Date: \_\_\_\_\_

Describe:

**Route 5 travels between point 18-055 and point 18-056. The route acts as the west border of LWC Polygon 18.**

**X. ROUTE CONTEXT**

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.

- I. Current Purpose (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 route appears to be abandoned and has no purpose.**

J. Right-of-Way (ROW):

B.1. Is there a ROW associated with this route?

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

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

B.2. Is the ROW still being used for this purpose?

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

Explain:

**III. WILDERNESS INVENTORY ROAD CRITERIA**

M. Is there evidence of construction or improvement using mechanical means?  
Yes, if either III.A.1 *or* III.A.2 is checked “yes” below **X**  
No, if both III.A.1 *and* III.A.2 are checked “no” below \_\_\_\_\_

A.1. Construction: Is there evidence that the route or route segment was originally constructed using mechanical means?  
Yes **X** No \_\_\_\_\_

Examples (partial list):  
Paved\_\_\_\_ Bladed\_\_\_\_ Graveled\_\_\_\_ Roadside Berms\_\_\_\_ Cut/Fill **X** Other\_\_\_\_

Describe:  
**The route appears to have originally been constructed by mechanical means. There is a cut that facilitates passage.**

A.2. Improvements: Is there evidence of improvements using mechanical means to facilitate access?  
Yes \_\_\_\_\_ If “yes”, improvements by? Hand Tools \_\_\_\_\_ by Machine \_\_\_\_\_  
No **X**

Examples (partial list):  
Culverts\_\_\_\_ Built Stream Crossings\_\_\_\_ Bridges\_\_\_\_ Drainage\_\_\_\_ Barriers\_\_\_\_

Describe:

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

B.1. Is there evidence or documentation of maintenance using hand tools or machinery?  
Yes \_\_\_\_\_ If “yes”, maintenance by? Hand Tools \_\_\_\_\_ by Machine \_\_\_\_\_  
No **X**

Explain:  
**The route is abandoned and is no longer maintained.**

B.2. If the route or route segment is in good 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? “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.  
Yes \_\_\_\_\_ No **X**

Explain:

**The route appears to be abandoned.**

- O. Relatively regular and continuous use: Does the route or route segment ensure relatively regular and continuous use?

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

Explain: 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 (regular and continuous use relative to the purpose(s) of the route). Include estimate of travel rates for the stated purposes (e.g., trips per day, week, month, season, year, or even multiple years in some facility maintenance cases).

**The route receives no use.**

#### IV. CONCLUSION:

Does the route or route segment meet the definition of a wilderness inventory road (i.e., are items III.A and III.B and III.C all checked yes)? 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. Also, describe and explain rationale for any discrepancies with citizen proposals.

Yes \_\_\_\_ = Wilderness Inventory Road

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

Explain:

**The route was constructed mechanically but has since fallen into severe disrepair and is nearly reclaimed by the forces of nature.**

Evaluator (name/title): **Brendan M. Grady/Recreation Intern**

Date: **07/18/2013**

### **Form 3: Route Analysis:**

The Route Analysis includes factors to consider when determining whether a route is a road for wilderness characteristics inventory purposes. For the purposes of this analysis, use the following definition of a "road". This definition is drawn from and the FLPMA legislative history and historic BLM inventory direction.

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.

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.

Wilderness Characteristics Inventory Area Unique Identifier: **LWC Polygon 18**

Route or Route Segment Name and/or Identifier: **18-006, Route 6**

**XI. LOCATION:**

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

Map Title: \_\_\_\_\_ Map Date: \_\_\_\_\_

Describe:

**Route 6 starts at point 18-053 and ends at point 18-054 on the western border of LWC polygon 18.**

**XII. ROUTE CONTEXT**

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.

K. Current Purpose (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 route appears to access an abandoned camp site.**

L. Right-of-Way (ROW):

B.1. Is there a ROW associated with this route?

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

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

B.2. Is the ROW still being used for this purpose?

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

Explain:

### III. WILDERNESS INVENTORY ROAD CRITERIA

P. Is there evidence of construction or improvement using mechanical means?  
Yes, if either III.A.1 *or* III.A.2 is checked "yes" below \_\_\_\_\_  
No, if both III.A.1 *and* III.A.2 are checked "no" below **X**

A.1. Construction: Is there evidence that the route or route segment was originally constructed using mechanical means?  
Yes \_\_\_\_\_ No **X**

Examples (partial list):  
Paved\_\_\_\_ Bladed\_\_\_\_ Graveled\_\_\_\_ Roadside Berms\_\_\_\_ Cut/Fill\_\_\_\_ Other\_\_\_\_

Describe:

A.2. Improvements: Is there evidence of improvements using mechanical means to facilitate access?  
Yes \_\_\_\_\_ If "yes", improvements by? Hand Tools \_\_\_\_\_ by Machine \_\_\_\_\_  
No **X**

Examples (partial list):  
Culverts\_\_\_\_ Built Stream Crossings\_\_\_\_ Bridges\_\_\_\_ Drainage\_\_\_\_ Barriers\_\_\_\_

Describe:

Q. Maintenance: Is there evidence of maintenance that would ensure *relatively* regular and continuous use?  
Yes, if either III.B.1 *or* III.B.2 is checked "yes" below \_\_\_\_\_  
No, if both III.B.1 *and* III.B.2 are checked "no" below **X**

B.1. Is there evidence or documentation of maintenance using hand tools or machinery?  
Yes \_\_\_\_\_ If "yes", maintenance by? Hand Tools \_\_\_\_\_ by Machine \_\_\_\_\_  
No **X**

Explain:

B.2. If the route or route segment is in good 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? "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.  
Yes \_\_\_\_\_ No **X**

Explain:

R. Relatively regular and continuous use: Does the route or route segment ensure relatively regular and continuous use?

Yes  No

Explain: 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 (regular and continuous use relative to the purpose(s) of the route). Include estimate of travel rates for the stated purposes (e.g., trips per day, week, month, season, year, or even multiple years in some facility maintenance cases).

**The route doesn't appear to receive any use and is abandoned.**

#### IV. CONCLUSION:

Does the route or route segment meet the definition of a wilderness inventory road (i.e., are items III.A and III.B and III.C all checked yes)? 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. Also, describe and explain rationale for any discrepancies with citizen proposals.

Yes  = Wilderness Inventory Road

No  = Not a road for wilderness inventory purposes

Explain:

**The route is abandoned and rapidly being reclaimed by the forces of nature.**

Evaluator (name/title): **Brendan M. Grady/Recreation Intern**

Date: **07/18/2013**

### **Form 3: Route Analysis:**

The Route Analysis includes factors to consider when determining whether a route is a road for wilderness characteristics inventory purposes. For the purposes of this analysis, use the following definition of a "road". This definition is drawn from and the FLPMA legislative history and historic BLM inventory direction.

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.

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.

Wilderness Characteristics Inventory Area Unique Identifier: **LWC Polygon 18**  
Route or Route Segment Name and/or Identifier: **18-007, Route 7; BLM 2126G**

**XIII. LOCATION:**

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

Map Title: \_\_\_\_\_ Map Date: \_\_\_\_\_

Describe:

**Route 7 travels between point 18-046 and point 18-023, west to east. The route is in the center of the polygon and numbered BLM 2126G.**

**XIV. ROUTE CONTEXT**

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.

M. Current Purpose (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 route provides access to a range improvement (stock pond).**

N. Right-of-Way (ROW):

B.1. Is there a ROW associated with this route?

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

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

B.2. Is the ROW still being used for this purpose?

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

Explain:

**III. WILDERNESS INVENTORY ROAD CRITERIA**

S. Is there evidence of construction or improvement using mechanical means?  
Yes, if either III.A.1 *or* III.A.2 is checked “yes” below \_\_\_\_\_  
No, if both III.A.1 *and* III.A.2 are checked “no” below **X**

A.1. Construction: Is there evidence that the route or route segment was originally constructed using mechanical means?  
Yes \_\_\_\_\_ No **X**

Examples (partial list):  
Paved\_\_\_\_ Bladed\_\_\_\_ Graveled\_\_\_\_ Roadside Berms\_\_\_\_ Cut/Fill\_\_\_\_ Other\_\_\_\_

Describe:

A.2. Improvements: Is there evidence of improvements using mechanical means to facilitate access?  
Yes \_\_\_\_\_ If “yes”, improvements by? Hand Tools \_\_\_\_\_ by Machine \_\_\_\_\_  
No **X**

Examples (partial list):  
Culverts\_\_\_\_ Built Stream Crossings\_\_\_\_ Bridges\_\_\_\_ Drainage\_\_\_\_ Barriers\_\_\_\_

Describe:

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

B.1. Is there evidence or documentation of maintenance using hand tools or machinery?  
Yes \_\_\_\_\_ If “yes”, maintenance by? Hand Tools \_\_\_\_\_ by Machine \_\_\_\_\_  
No **X**

Explain:

B.2. If the route or route segment is in good 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? “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.  
Yes **X** No \_\_\_\_\_

Explain:

**The route might be restored to the stock pond but not after.**

U. Relatively regular and continuous use: Does the route or route segment ensure relatively regular and continuous use?

Yes  No

Explain: 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 (regular and continuous use relative to the purpose(s) of the route). Include estimate of travel rates for the stated purposes (e.g., trips per day, week, month, season, year, or even multiple years in some facility maintenance cases).

**The route appears to be no use, it appears abandoned.**

#### IV. CONCLUSION:

Does the route or route segment meet the definition of a wilderness inventory road (i.e., are items III.A and III.B and III.C all checked yes)? 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. Also, describe and explain rationale for any discrepancies with citizen proposals.

Yes  = Wilderness Inventory Road

No  = Not a road for wilderness inventory purposes

Explain:

**The route appears to get no use and is rapidly being reclaimed by the forces of nature.**

Evaluator (name/title): **Brendan M. Grady/Recreation Intern**

Date: **07/18/2013**

### **Form 3: Route Analysis:**

The Route Analysis includes factors to consider when determining whether a route is a road for wilderness characteristics inventory purposes. For the purposes of this analysis, use the following definition of a "road". This definition is drawn from and the FLPMA legislative history and historic BLM inventory direction.

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.

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.

Wilderness Characteristics Inventory Area Unique Identifier: **LWC Polygon 18**  
Route or Route Segment Name and/or Identifier: **18-008, Route 8; BLM 2058P**

**XV. LOCATION:**

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

Map Title: \_\_\_\_\_ Map Date: \_\_\_\_\_

Describe:

**Route 8 starts at point 18-043, travels south and ends at point 18-046. The route is labeled as BLM 2058AP**

**XVI. ROUTE CONTEXT**

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.

- O. Current Purpose (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 route appears to be abandoned and any purpose abandoned with it.**

P. Right-of-Way (ROW):

B.1. Is there a ROW associated with this route?

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

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

B.2. Is the ROW still being used for this purpose?

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

Explain:

**III. WILDERNESS INVENTORY ROAD CRITERIA**

V. Is there evidence of construction or improvement using mechanical means?  
Yes, if either III.A.1 *or* III.A.2 is checked “yes” below \_\_\_\_\_  
No, if both III.A.1 *and* III.A.2 are checked “no” below **X**

A.1. Construction: Is there evidence that the route or route segment was originally constructed using mechanical means?  
Yes \_\_\_\_\_ No **X**

Examples (partial list):  
Paved\_\_\_\_ Bladed\_\_\_\_ Graveled\_\_\_\_ Roadside Berms\_\_\_\_ Cut/Fill\_\_\_\_ Other\_\_\_\_

Describe:

A.2. Improvements: Is there evidence of improvements using mechanical means to facilitate access?  
Yes \_\_\_\_\_ If “yes”, improvements by? Hand Tools \_\_\_\_\_ by Machine \_\_\_\_\_  
No **X**

Examples (partial list):  
Culverts\_\_\_\_ Built Stream Crossings\_\_\_\_ Bridges\_\_\_\_ Drainage\_\_\_\_ Barriers\_\_\_\_

Describe:

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

B.1. Is there evidence or documentation of maintenance using hand tools or machinery?  
Yes \_\_\_\_\_ If “yes”, maintenance by? Hand Tools \_\_\_\_\_ by Machine \_\_\_\_\_  
No **X**

Explain:

B.2. If the route or route segment is in good 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? “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.  
Yes \_\_\_\_\_ No **X**

Explain:

**The route is rapidly being reclaimed by the forces of nature.**

X. Relatively regular and continuous use: Does the route or route segment ensure relatively regular and continuous use?

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

Explain: 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 (regular and continuous use relative to the purpose(s) of the route). Include estimate of travel rates for the stated purposes (e.g., trips per day, week, month, season, year, or even multiple years in some facility maintenance cases).

**The route receives almost no use with an estimated 10 trips or less per year.**

#### IV. CONCLUSION:

Does the route or route segment meet the definition of a wilderness inventory road (i.e., are items III.A and III.B and III.C all checked yes)? 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. Also, describe and explain rationale for any discrepancies with citizen proposals.

Yes \_\_\_\_ = Wilderness Inventory Road

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

Explain:

**The route is primitive and is rapidly being reclaimed by the forces of nature.**

Evaluator (name/title): **Brendan M. Grady/Recreation Intern**

Date: **07/18/2013**

### **Form 3: Route Analysis:**

The Route Analysis includes factors to consider when determining whether a route is a road for wilderness characteristics inventory purposes. For the purposes of this analysis, use the following definition of a "road". This definition is drawn from and the FLPMA legislative history and historic BLM inventory direction.

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.

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.

Wilderness Characteristics Inventory Area Unique Identifier: **LWC Polygon 18**

Route or Route Segment Name and/or Identifier: **18-009, Route 9**

**XVII. LOCATION:**

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

Map Title: \_\_\_\_\_ Map Date: \_\_\_\_\_

Describe:

**Route 9 starts at point 18-005 and travels southeast, ending at point 18-026.**

**XVIII. ROUTE CONTEXT**

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.

Q. Current Purpose (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 route is extremely primitive and is rapidly being reclaimed by the forces of nature.**

R. Right-of-Way (ROW):

B.1. Is there a ROW associated with this route?

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

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

B.2. Is the ROW still being used for this purpose?

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

Explain:

**III. WILDERNESS INVENTORY ROAD CRITERIA**

Y. Is there evidence of construction or improvement using mechanical means?

Yes, if either III.A.1 *or* III.A.2 is checked “yes” below \_\_\_\_\_  
No, if both III.A.1 *and* III.A.2 are checked “no” below **X**

A.1. Construction: Is there evidence that the route or route segment was originally constructed using mechanical means?  
Yes \_\_\_\_\_ No **X**

Examples (partial list):  
Paved\_\_\_\_ Bladed\_\_\_\_ Graveled\_\_\_\_ Roadside Berms\_\_\_\_ Cut/Fill\_\_\_\_ Other\_\_\_\_

Describe:

A.2. Improvements: Is there evidence of improvements using mechanical means to facilitate access?  
Yes \_\_\_\_\_ If “yes”, improvements by? Hand Tools \_\_\_\_\_ by Machine \_\_\_\_\_  
No **X**

Examples (partial list):  
Culverts\_\_\_\_ Built Stream Crossings\_\_\_\_ Bridges\_\_\_\_ Drainage\_\_\_\_ Barriers\_\_\_\_

Describe:

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

B.1. Is there evidence or documentation of maintenance using hand tools or machinery?  
Yes \_\_\_\_\_ If “yes”, maintenance by? Hand Tools \_\_\_\_\_ by Machine \_\_\_\_\_  
No **X**

Explain:

B.2. If the route or route segment is in good 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? “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.  
Yes \_\_\_\_\_ No **X**

Explain:

**The route appears to have been abandoned long ago and not considered eligible for restorative maintenance by the BLM.**

AA. Relatively regular and continuous use: Does the route or route segment ensure relatively regular and continuous use?

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

Explain: 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 (regular and continuous use relative to the purpose(s) of the route). Include estimate of travel rates for the stated purposes (e.g., trips per day, week, month, season, year, or even multiple years in some facility maintenance cases).

**The route appears to receive little to no use, less than 10 trips per year.**

#### IV. CONCLUSION:

Does the route or route segment meet the definition of a wilderness inventory road (i.e., are items III.A and III.B and III.C all checked yes)? 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. Also, describe and explain rationale for any discrepancies with citizen proposals.

Yes \_\_\_ = Wilderness Inventory Road

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

Explain:

**The route is rapidly being reclaimed by the forces of nature and is extremely primitive, giving the appearance of abandonment.**

Evaluator (name/title): **Brendan M. Grady/Recreation Intern**

Date: **07/18/2013**

### **Form 3: Route Analysis:**

The Route Analysis includes factors to consider when determining whether a route is a road for wilderness characteristics inventory purposes. For the purposes of this analysis, use the following definition of a “road”. This definition is drawn from and the FLPMA legislative history and historic BLM inventory direction.

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.

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.

Wilderness Characteristics Inventory Area Unique Identifier: **LWC Polygon 18**

Route or Route Segment Name and/or Identifier: **18-010, Route 10**

**XIX. LOCATION:**

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

Map Title: \_\_\_\_\_ Map Date: \_\_\_\_\_

Describe:

**Route 10 starts at point 18-040 and ends at its intersection with route 9, traveling east to west.**

**XX. ROUTE CONTEXT**

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.

- S. Current Purpose (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 route doesn't currently have a purpose. Its past purpose was to access an oil or gas site. The pad is rapidly being reclaimed by the forces of nature along with its access road.**

T. Right-of-Way (ROW):

B.1. Is there a ROW associated with this route?

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

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

B.2. Is the ROW still being used for this purpose?

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

Explain:

**III. WILDERNESS INVENTORY ROAD CRITERIA**

BB. Is there evidence of construction or improvement using mechanical means?  
Yes, if either III.A.1 *or* III.A.2 is checked “yes” below **X**  
No, if both III.A.1 *and* III.A.2 are checked “no” below \_\_\_\_\_

A.1. Construction: Is there evidence that the route or route segment was originally constructed using mechanical means?  
Yes **X** No \_\_\_\_\_

Examples (partial list):  
Paved\_\_\_\_ Bladed **X** Graveled\_\_\_\_ Roadside Berms\_\_\_\_ Cut/Fill\_\_\_\_ Other\_\_\_\_

Describe:  
**The portion of the route that accesses the abandoned oil or gas site was originally bladed. Points 18-040 and 18-042 mark the extent of mechanical construction.**

A.2. Improvements: Is there evidence of improvements using mechanical means to facilitate access?  
Yes **X** If “yes”, improvements by? Hand Tools \_\_\_\_\_ by Machine **X**  
No \_\_\_\_\_

Examples (partial list):  
Culverts\_\_\_\_ Built Stream Crossings\_\_\_\_ Bridges\_\_\_\_ Drainage **X** Barriers\_\_\_\_

Describe:  
**Between point 18-040 and point 18-042 there is evidence of mechanically constructed ditches. The ditches end at the oil or gas site.**

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

B.1. Is there evidence or documentation of maintenance using hand tools or machinery?  
Yes \_\_\_\_\_ If “yes”, maintenance by? Hand Tools \_\_\_\_\_ by Machine \_\_\_\_\_  
No **X**

Explain:  
**The route doesn’t appear to be maintained because the oil/gas site has been abandoned.**

B.2. If the route or route segment is in good 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? “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.

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

Explain:

**The oil/gas site is abandoned.**

DD. Relatively regular and continuous use: Does the route or route segment ensure relatively regular and continuous use?

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

Explain: 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 (regular and continuous use relative to the purpose(s) of the route). Include estimate of travel rates for the stated purposes (e.g., trips per day, week, month, season, year, or even multiple years in some facility maintenance cases).

**The route no longer appears to be used. With an estimated less than 5 trips per year.**

#### IV. CONCLUSION:

Does the route or route segment meet the definition of a wilderness inventory road (i.e., are items III.A and III.B and III.C all checked yes)? 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. Also, describe and explain rationale for any discrepancies with citizen proposals.

Yes \_\_\_\_ = Wilderness Inventory Road

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

Explain:

**The portion of the route accessing the oil/gas sit is rapidly being reclaimed by the forces of nature. The rest of the route is nearly reclaimed with the route as a whole appearing to be abandoned.**

Evaluator (name/title): **Brendan M. Grady**

Date: **07/18/2013**

### **Form 3: Route Analysis:**

The Route Analysis includes factors to consider when determining whether a route is a road for wilderness characteristics inventory purposes. For the purposes of this analysis, use the following definition of a "road". This definition is drawn from and the FLPMA legislative history and historic BLM inventory direction.

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.

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.

Wilderness Characteristics Inventory Area Unique Identifier: **LWC Polygon 18**  
 Route or Route Segment Name and/or Identifier: **18-011, Route 11; BLM 2158H**

**XXI. LOCATION:**

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

Map Title: \_\_\_\_\_ Map Date: \_\_\_\_\_

Describe:

**Route 11 starts at point 18-037, travels south, and ends at point 18-030.**

**XXII. ROUTE CONTEXT**

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.

- U. Current Purpose (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 11 appears to be abandoned and has no purpose.**

V. Right-of-Way (ROW):

B.1. Is there a ROW associated with this route?

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

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

B.2. Is the ROW still being used for this purpose?

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

Explain:

### III. WILDERNESS INVENTORY ROAD CRITERIA

EE. Is there evidence of construction or improvement using mechanical means?

Yes, if either III.A.1 *or* III.A.2 is checked "yes" below \_\_\_\_\_

No, if both III.A.1 *and* III.A.2 are checked "no" below **X**

A.1. Construction: Is there evidence that the route or route segment was originally constructed using mechanical means?

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

Examples (partial list):

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

Describe:

A.2. Improvements: Is there evidence of improvements using mechanical means to facilitate access?

Yes \_\_\_ If "yes", improvements by? Hand Tools \_\_\_ by Machine \_\_\_

No **X**

Examples (partial list):

Culverts \_\_\_ Built Stream Crossings \_\_\_ Bridges \_\_\_ Drainage \_\_\_ Barriers \_\_\_

Describe:

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

Yes, if either III.B.1 *or* III.B.2 is checked "yes" below \_\_\_

No, if both III.B.1 *and* III.B.2 are checked "no" below **X**

B.1. Is there evidence or documentation of maintenance using hand tools or machinery?

Yes \_\_\_ If "yes", maintenance by? Hand Tools \_\_\_ by Machine \_\_\_

No **X**

Explain:

**The route is abandoned.**

B.2. If the route or route segment is in good 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? "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.

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

Explain:

GG. Relatively regular and continuous use: Does the route or route segment ensure relatively regular and continuous use?

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

Explain: 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 (regular and continuous use relative to the purpose(s) of the route). Include estimate of travel rates for the stated purposes (e.g., trips per day, week, month, season, year, or even multiple years in some facility maintenance cases).

**The route does not appear to receive any use.**

#### IV. CONCLUSION:

Does the route or route segment meet the definition of a wilderness inventory road (i.e., are items III.A and III.B and III.C all checked yes)? 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. Also, describe and explain rationale for any discrepancies with citizen proposals.

Yes \_\_\_\_ = Wilderness Inventory Road

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

Explain:

**The route is abandoned and is nearly reclaimed by the forces of nature.**

Evaluator (name/title): **Brendan M. Grady/Recreation Intern**

Date: **07/18/2013**

### **Form 3: Route Analysis:**

The Route Analysis includes factors to consider when determining whether a route is a road for wilderness characteristics inventory purposes. For the purposes of this analysis, use the following definition of a "road". This definition is drawn from and the FLPMA legislative history and historic BLM inventory direction.

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.

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.

Wilderness Characteristics Inventory Area Unique Identifier: **LWC Polygon 18**

Route or Route Segment Name and/or Identifier: **18-012, Route 12**

**XXIII. LOCATION:**

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

Map Title: \_\_\_\_\_ Map Date: \_\_\_\_\_

Describe:

**Route 12 starts at point 18-032 and ends 100 yards into the LWC Polygon.**

**XXIV. ROUTE CONTEXT**

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.

- W. Current Purpose (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:

**No purpose could be found.**

X. Right-of-Way (ROW):

B.1. Is there a ROW associated with this route?

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

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

B.2. Is the ROW still being used for this purpose?

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

Explain:

### III. WILDERNESS INVENTORY ROAD CRITERIA

HH. Is there evidence of construction or improvement using mechanical means?

Yes, if either III.A.1 *or* III.A.2 is checked "yes" below \_\_\_\_\_

No, if both III.A.1 *and* III.A.2 are checked "no" below **X**

A.1. Construction: Is there evidence that the route or route segment was originally constructed using mechanical means?

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

Examples (partial list):

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

Describe:

A.2. Improvements: Is there evidence of improvements using mechanical means to facilitate access?

Yes \_\_\_\_ If "yes", improvements by? Hand Tools \_\_\_\_ by Machine \_\_\_\_

No **X**

Examples (partial list):

Culverts \_\_\_\_ Built Stream Crossings \_\_\_\_ Bridges \_\_\_\_ Drainage \_\_\_\_ Barriers \_\_\_\_

Describe:

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

Yes, if either III.B.1 *or* III.B.2 is checked "yes" below \_\_\_\_

No, if both III.B.1 *and* III.B.2 are checked "no" below **X**

B.1. Is there evidence or documentation of maintenance using hand tools or machinery?

Yes \_\_\_\_ If "yes", maintenance by? Hand Tools \_\_\_\_ by Machine \_\_\_\_

No **X**

Explain:

B.2. If the route or route segment is in good 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? "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.

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

Explain:

JJ. Relatively regular and continuous use: Does the route or route segment ensure relatively regular and continuous use?

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

Explain: 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 (regular and continuous use relative to the purpose(s) of the route). Include estimate of travel rates for the stated purposes (e.g., trips per day, week, month, season, year, or even multiple years in some facility maintenance cases).

#### IV. CONCLUSION:

Does the route or route segment meet the definition of a wilderness inventory road (i.e., are items III.A and III.B and III.C all checked yes)? 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. Also, describe and explain rationale for any discrepancies with citizen proposals.

Yes \_\_\_\_ = Wilderness Inventory Road

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

Explain:

**The route is a short spur into the area.**

Evaluator (name/title): **Brendan M. Grady/Recreation Intern**

Date: **07/18/2013**

### **Form 3: Route Analysis:**

The Route Analysis includes factors to consider when determining whether a route is a road for wilderness characteristics inventory purposes. For the purposes of this analysis, use the following definition of a "road". This definition is drawn from and the FLPMA legislative history and historic BLM inventory direction.

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.

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.

Wilderness Characteristics Inventory Area Unique Identifier: **LWC Polygon 18**

Route or Route Segment Name and/or Identifier: **18-013, Route 13; 2158b**

**XXV. LOCATION:**

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

Map Title: \_\_\_\_\_ Map Date: \_\_\_\_\_

Describe:

**Route 13 starts at points 18-033 and 18-035, ending at point 18-034.**

**XXVI. ROUTE CONTEXT**

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.

Y. Current Purpose (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 route has no purpose**

Z. Right-of-Way (ROW):

B.1. Is there a ROW associated with this route?

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

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

B.2. Is the ROW still being used for this purpose?

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

Explain:

**III. WILDERNESS INVENTORY ROAD CRITERIA**

KK. Is there evidence of construction or improvement using mechanical means?  
Yes, if either III.A.1 *or* III.A.2 is checked “yes” below \_\_\_\_\_  
No, if both III.A.1 *and* III.A.2 are checked “no” below **X**

A.1. Construction: Is there evidence that the route or route segment was originally constructed using mechanical means?  
Yes \_\_\_\_\_ No **X**

Examples (partial list):  
Paved\_\_\_\_ Bladed\_\_\_\_ Graveled\_\_\_\_ Roadside Berms\_\_\_\_ Cut/Fill\_\_\_\_ Other\_\_\_\_

Describe:

A.2. Improvements: Is there evidence of improvements using mechanical means to facilitate access?  
Yes \_\_\_\_\_ If “yes”, improvements by? Hand Tools \_\_\_\_\_ by Machine \_\_\_\_\_  
No **X**

Examples (partial list):  
Culverts\_\_\_\_ Built Stream Crossings\_\_\_\_ Bridges\_\_\_\_ Drainage\_\_\_\_ Barriers\_\_\_\_

Describe:

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

B.1. Is there evidence or documentation of maintenance using hand tools or machinery?  
Yes \_\_\_\_\_ If “yes”, maintenance by? Hand Tools \_\_\_\_\_ by Machine \_\_\_\_\_  
No **X**

Explain:

B.2. If the route or route segment is in good 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? “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.  
Yes \_\_\_\_\_ No **X**

Explain:

MM. Relatively regular and continuous use: Does the route or route segment ensure relatively regular and continuous use?

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

Explain: 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 (regular and continuous use relative to the purpose(s) of the route). Include estimate of travel rates for the stated purposes (e.g., trips per day, week, month, season, year, or even multiple years in some facility maintenance cases).

#### IV. CONCLUSION:

Does the route or route segment meet the definition of a wilderness inventory road (i.e., are items III.A and III.B and III.C all checked yes)? 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. Also, describe and explain rationale for any discrepancies with citizen proposals.

Yes \_\_\_\_ = Wilderness Inventory Road

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

Explain:

**The route travels down the side of a hill and fizzles into inexistence. It is primitive for its full extent.**

Evaluator (name/title): **Brendan M. Grady/Recreation Intern**

Date: **07/18/2013**

### **Form 3: Route Analysis:**

The Route Analysis includes factors to consider when determining whether a route is a road for wilderness characteristics inventory purposes. For the purposes of this analysis, use the following definition of a “road”. This definition is drawn from and the FLPMA legislative history and historic BLM inventory direction.

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.

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.

Wilderness Characteristics Inventory Area Unique Identifier: **LWC Polygon 18**  
Route or Route Segment Name and/or Identifier: **18-014, Route 14; BLM 2058**

**XXVII. LOCATION:**

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

Map Title: \_\_\_\_\_ Map Date: \_\_\_\_\_

Describe:

**Route 14 starts at the intersection of BLM 2058 and MCR 126 and travels north. It then veers to the south and west and ends at the intersection of BLM 2058 and BLM 2051. The route acts as the eastern and northern border of LWC Polygon 18.**

**XXVIII. ROUTE CONTEXT**

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.

AA. Current Purpose (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 route is a main thoroughfare in the area and provides access to utilities and buildings.**

BB. Right-of-Way (ROW):

B.1. Is there a ROW associated with this route?

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

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

B.2. Is the ROW still being used for this purpose?

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

Explain:

**III. WILDERNESS INVENTORY ROAD CRITERIA**

NN. Is there evidence of construction or improvement using mechanical means?

Yes, if either III.A.1 or III.A.2 is checked "yes" below **X**

No, if both III.A.1 *and* III.A.2 are checked “no” below \_\_\_\_\_

A.1. Construction: Is there evidence that the route or route segment was originally constructed using mechanical means?

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

Examples (partial list):

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

Describe:

**Route 14 is bladed and cut into the hillside in many places.**

A.2. Improvements: Is there evidence of improvements using mechanical means to facilitate access?

Yes  If “yes”, improvements by? Hand Tools \_\_\_\_\_ by Machine

No \_\_\_\_\_

Examples (partial list):

Culverts \_\_\_\_\_ Built Stream Crossings \_\_\_\_\_ Bridges \_\_\_\_\_ Drainage  Barriers \_\_\_\_\_

Describe:

**There are water bars and drainage in many places along the route.**

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

Yes, if either III.B.1 *or* III.B.2 is checked “yes” below

No, if both III.B.1 *and* III.B.2 are checked “no” below \_\_\_\_\_

B.1. Is there evidence or documentation of maintenance using hand tools or machinery?

Yes  If “yes”, maintenance by? Hand Tools \_\_\_\_\_ by Machine

No \_\_\_\_\_

Explain:

**The route appears to be bladed often to ensure regular and continuous use.**

B.2. If the route or route segment is in good 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? “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.

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

Explain:

**The route is a main thoroughfare in the area.**

PP. Relatively regular and continuous use: Does the route or route segment ensure relatively regular and continuous use?

Yes  No

Explain: 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 (regular and continuous use relative to the purpose(s) of the route). Include estimate of travel rates for the stated purposes (e.g., trips per day, week, month, season, year, or even multiple years in some facility maintenance cases).

**The route sees an estimated 10 trips per month.**

#### IV. CONCLUSION:

Does the route or route segment meet the definition of a wilderness inventory road (i.e., are items III.A and III.B and III.C all checked yes)? 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. Also, describe and explain rationale for any discrepancies with citizen proposals.

Yes  = Wilderness Inventory Road

No  = Not a road for wilderness inventory purposes

Explain:

**The route is mechanically constructed and maintained. The route receives regular and continuous use.**

Evaluator (name/title): **Brendan M. Grady/Recreation Intern**

Date: **07/18/2013**

### **Form 3: Route Analysis:**

The Route Analysis includes factors to consider when determining whether a route is a road for wilderness characteristics inventory purposes. For the purposes of this analysis, use the following definition of a "road". This definition is drawn from and the FLPMA legislative history and historic BLM inventory direction.

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.

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.

Wilderness Characteristics Inventory Area Unique Identifier: **LWC Polygon 18**

Route or Route Segment Name and/or Identifier: **18-015, Route 15**

**XXIX. LOCATION:**

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

Map Title: \_\_\_\_\_ Map Date: \_\_\_\_\_

Describe:

**Route 15 travels from point 18-005 to point 18-002.**

**XXX. ROUTE CONTEXT**

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.

CC. Current Purpose (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 route has no purpose.**

DD. Right-of-Way (ROW):

B.1. Is there a ROW associated with this route?

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

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

B.2. Is the ROW still being used for this purpose?

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

Explain:

**III. WILDERNESS INVENTORY ROAD CRITERIA**

QQ. Is there evidence of construction or improvement using mechanical means?  
Yes, if either III.A.1 *or* III.A.2 is checked “yes” below \_\_\_\_\_  
No, if both III.A.1 *and* III.A.2 are checked “no” below **X**

A.1. Construction: Is there evidence that the route or route segment was originally constructed using mechanical means?  
Yes \_\_\_\_\_ No **X**

Examples (partial list):  
Paved\_\_\_\_ Bladed\_\_\_\_ Graveled\_\_\_\_ Roadside Berms\_\_\_\_ Cut/Fill\_\_\_\_ Other\_\_\_\_

Describe:

A.2. Improvements: Is there evidence of improvements using mechanical means to facilitate access?  
Yes \_\_\_\_\_ If “yes”, improvements by? Hand Tools \_\_\_\_\_ by Machine \_\_\_\_\_  
No **X**

Examples (partial list):  
Culverts\_\_\_\_ Built Stream Crossings\_\_\_\_ Bridges\_\_\_\_ Drainage\_\_\_\_ Barriers\_\_\_\_

Describe:

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

B.1. Is there evidence or documentation of maintenance using hand tools or machinery?  
Yes \_\_\_\_\_ If “yes”, maintenance by? Hand Tools \_\_\_\_\_ by Machine \_\_\_\_\_  
No **X**

Explain:

B.2. If the route or route segment is in good 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? “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.  
Yes \_\_\_\_\_ No **X**

Explain:

SS. Relatively regular and continuous use: Does the route or route segment ensure relatively regular and continuous use?

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

Explain: 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 (regular and continuous use relative to the purpose(s) of the route). Include estimate of travel rates for the stated purposes (e.g., trips per day, week, month, season, year, or even multiple years in some facility maintenance cases).

#### IV. CONCLUSION:

Does the route or route segment meet the definition of a wilderness inventory road (i.e., are items III.A and III.B and III.C all checked yes)? 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. Also, describe and explain rationale for any discrepancies with citizen proposals.

Yes \_\_\_\_ = Wilderness Inventory Road

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

Explain:

**The route is nearly reclaimed by the forces of nature and appears to be abandoned.**

Evaluator (name/title): **Brendan M. Grady/Recreation Intern**

Date: **07/18/2013**

### **Form 3: Route Analysis:**

The Route Analysis includes factors to consider when determining whether a route is a road for wilderness characteristics inventory purposes. For the purposes of this analysis, use the following definition of a “road”. This definition is drawn from and the FLPMA legislative history and historic BLM inventory direction.

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.

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.

Wilderness Characteristics Inventory Area Unique Identifier: **LWC Polygon 18**  
Route or Route Segment Name and/or Identifier: **18-016, Route 16**

**XXXI. LOCATION:**

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

Map Title: \_\_\_\_\_ Map Date: \_\_\_\_\_

Describe:

**Route 16 travels between point 18-001 and 18-002.**

**XXXII. ROUTE CONTEXT**

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.

EE. Current Purpose (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 route has no apparent purpose.**

FF. Right-of-Way (ROW):

B.1. Is there a ROW associated with this route?

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

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

B.2. Is the ROW still being used for this purpose?

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

Explain:

**III. WILDERNESS INVENTORY ROAD CRITERIA**

TT. Is there evidence of construction or improvement using mechanical means?

Yes, if either III.A.1 *or* III.A.2 is checked "yes" below \_\_\_\_\_

No, if both III.A.1 *and* III.A.2 are checked "no" below **X**

A.1. Construction: Is there evidence that the route or route segment was originally constructed using mechanical means?

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

Examples (partial list):

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

Describe:

A.2. Improvements: Is there evidence of improvements using mechanical means to facilitate access?

Yes \_\_\_\_\_ If “yes”, improvements by? Hand Tools \_\_\_\_\_ by Machine \_\_\_\_\_  
No **X**

Examples (partial list):

Culverts\_\_\_\_ Built Stream Crossings\_\_\_\_ Bridges\_\_\_\_ Drainage\_\_\_\_ Barriers\_\_\_\_

Describe:

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

Yes, if either III.B.1 *or* III.B.2 is checked “yes” below \_\_\_\_\_

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

B.1. Is there evidence or documentation of maintenance using hand tools or machinery?

Yes \_\_\_\_\_ If “yes”, maintenance by? Hand Tools \_\_\_\_\_ by Machine \_\_\_\_\_

No **X**

Explain:

B.2. If the route or route segment is in good 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? “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.

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

Explain:

VV. Relatively regular and continuous use: Does the route or route segment ensure relatively regular and continuous use?

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

Explain: 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 (regular and continuous use relative to the purpose(s) of the route). Include estimate of travel rates for the stated purposes (e.g., trips per day, week, month, season, year, or even multiple years in some facility maintenance cases).

#### IV. CONCLUSION:

Does the route or route segment meet the definition of a wilderness inventory road (i.e., are items III.A and III.B and III.C all checked yes)? 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. Also, describe and explain rationale for any discrepancies with citizen proposals.

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

Explain:

**The route appears to be abandoned and is nearly reclaimed by the forces of nature.**

Evaluator (name/title): **Brendan M. Grady/Recreation Intern**

Date: **07/18/2013**

### **Form 3: Route Analysis:**

The Route Analysis includes factors to consider when determining whether a route is a road for wilderness characteristics inventory purposes. For the purposes of this analysis, use the following definition of a "road". This definition is drawn from and the FLPMA legislative history and historic BLM inventory direction.

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.

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.

Wilderness Characteristics Inventory Area Unique Identifier: **LWC Polygon 18**

Route or Route Segment Name and/or Identifier: **18-017, Route 17**

**XXXIII.** LOCATION:

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

Map Title: \_\_\_\_\_ Map Date: \_\_\_\_\_

Describe:

**The route travels between point 18-001 and 18-057.**

#### **XXXIV. ROUTE CONTEXT**

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.

GG. Current Purpose (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 route has no purpose.**

HH. Right-of-Way (ROW):

B.1. Is there a ROW associated with this route?

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

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

B.2. Is the ROW still being used for this purpose?

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

Explain:

#### **III. WILDERNESS INVENTORY ROAD CRITERIA**

WW. Is there evidence of construction or improvement using mechanical means?

Yes, if either III.A.1 *or* III.A.2 is checked "yes" below \_\_\_\_\_

No, if both III.A.1 *and* III.A.2 are checked "no" below **X**

A.1. Construction: Is there evidence that the route or route segment was originally constructed using mechanical means?

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

Examples (partial list):

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

Describe:

A.2. Improvements: Is there evidence of improvements using mechanical means to facilitate access?

Yes \_\_\_ If "yes", improvements by? Hand Tools \_\_\_ by Machine \_\_\_

No **X**

Examples (partial list):

Culverts\_\_\_ Built Stream Crossings\_\_\_ Bridges\_\_\_ Drainage\_\_\_ Barriers\_\_\_

Describe:

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

Yes, if either III.B.1 *or* III.B.2 is checked "yes" below \_\_\_

No, if both III.B.1 *and* III.B.2 are checked "no" below **X**

B.1. Is there evidence or documentation of maintenance using hand tools or machinery?

Yes \_\_\_ If "yes", maintenance by? Hand Tools \_\_\_ by Machine \_\_\_

No **X**

Explain:

B.2. If the route or route segment is in good 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? "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.

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

Explain:

YY. Relatively regular and continuous use: Does the route or route segment ensure relatively regular and continuous use?

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

Explain: 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 (regular and continuous use relative to the purpose(s) of the route). Include estimate of travel rates for the stated purposes (e.g., trips per day, week, month, season, year, or even multiple years in some facility maintenance cases).

IV. CONCLUSION:

Does the route or route segment meet the definition of a wilderness inventory road (i.e., are items III.A and III.B and III.C all checked yes)? 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. Also, describe and explain rationale for any discrepancies with citizen proposals.

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

Explain:

**The route appears to be abandoned and nearly reclaimed by the forces of nature.**

Evaluator (name/title): **Brendan M. Grady/Recreation Intern**

Date: **07/18/2013**



18-020 N



18-021 W



18-022 E



18-022 W



18-023 NW



18-022 SW



18-024 E



18-024 W



18-025 N



18-025 S



18-026 W



18-027 E



18-027 N



18-027 S



18-027 W



18-028 E



18-028 N



18-028 S



18-028 W



18-029 N



18-029 SE



18-030 NW



18-031 N



18-031 S



18-031 W



18-032 S



18-033 NE



18-034 E



18-035 S



18-036 E



18-036 N



18-036 W



18-037 E



18-038 N



18-038 SE



18-039 S



18-040 W



18-041 E



18-041 W



18-042 E



18-042 W



18-043 E



18-044 E



18-044 W



18-045 S



18-045 W



18-046 E



18-046 N



18-046 S



18-046 W



18-047 N



18-047 W



18-048 N



18-048 S



18-049 S



18-050 E



18-050 W



18-051 N



18-052 N



18-053 S



18-053 S



18-054 N



18-054 S



18-055 S



18-056 N



18-056 S



Supplemental



Supplemental 2



18-057 E