

Travel Management Inventory BLM Carlsbad Field Office

INTRODUCTION

The Carlsbad Field Office (CFO) is currently preparing a revision of its Resource Management Plan (RMP). As part of the RMP revision process, 17 special designations, either existing or nominated, within the CFO were inventoried for existing transportation routes (Table 1).

Bluntnose Shiner ACEC	Lonesome Ridge ACEC
Boothill District ACEC	Lonesome Ridge WSA
Cave Resources ACEC	Maroon Cliffs ACEC
Chihuahuan Desert Rivers ACEC	Mudgetts WSA
Dark Canyon ACEC	Pecos River Canyons Complex ACEC
Desert Heronries ACEC	Pope's Well ACEC
Gypsum Soils ACEC	Salt Playa ACEC
Laguna Plata ACEC	Serpentine Bends ACEC
	Seven Rivers Hill ACEC

It is the goal of the transportation route inventory to identify all existing routes within potential special designations to enable the CFO to formulate management prescriptions and decisions for the RMP. The BLM welcomes your input on the inventory.

APPROACH

The strategy for completing the transportation route inventory consists of three distinct phases:

1. Base map development (completed)
2. Field data collection and QA/QC (completed)
3. Public involvement to review preliminary inventory results (part of today's workshop)

Base Map Development

The initial step of the route inventory was to create a base map depicting the boundaries of existing routes within the special designations to be inventoried (see Table 1).

Field Data Collection

The goals of field data collection are to verify the existing routes identified on the base map, identify any new user-created routes, and assign route attributes.

Routes preliminarily deemed as **eligible** for identification and assignment of attributes consisted of:

- Single track, two track, primitive roads, and roads that provide access through or to an area or obvious destination
- Spur roads that lead to active or inactive oil and gas pads or existing infrastructure (frac ponds, storage facilities, etc.)
- Spur roads that lead to trailheads or other recreational or scenic areas (i.e., the road to a cave, a scenic viewpoint, etc.)

Routes preliminarily deemed as **ineligible** for inventory consisted of:

- Bifurcation roads or trails that leave the main route then return to it immediately without providing any new additional access to a different location or destination. The clearest example of this are places where vehicles, hikers, etc. have left the main route to avoid muddy areas during wet times of year or where off-road vehicles have left the main route to play in mud or high mark on an obstruction (tracks go as high as they can before they are stopped).
- Spur routes that do not access specific point resources such as a cave, scenic viewpoint, obvious camping or picnic area, or similar destination.
- Spur routes that do not access active or inactive oil and gas pads or infrastructure.
- Routes that have been actively restored or are in the process of being restored to original pre-route condition but still retain traces of the original road or trail.
- Old routes that are obviously not being used and have not been used for a long time as evidenced by a re-growth of vegetation at a level commensurate with the surrounding vegetation.