

Appendix B

Casper Field Office
Resource Management Plan, 2007

CASPER FIELD OFFICE STANDARDS FOR ROAD AND TRAIL INVENTORIES

Casper Field Office Standards for Road and Trail Inventories

The following data collection techniques outline procedures used to collection baseline information for Travel and Transportation Plans in the Casper Field Office.

1. Travel Management Areas as defined by the preferred alternative in the Casper Field Office RMP. Mapped boundaries are buffered based on ownership patterns, public access and staff recommendations. These buffers provide an understanding of access needs of the TMA.
2. Linear disturbances are on-screen digitized at a 1:3,000 scale the current orthophoto quads available. It is understood that many of linear disturbances will reflect other features (such livestock trails, drainages and rills).
3. The linear disturbances shape file will be compared to known valid and existing rights through and overlay process. These overlays used will include fence lines, rights-of-way, oil and gas wells, biologic improvement projects, and rangeland improvement projects.
4. Ground-truthing will be completed to the greatest extent possible using BLM and volunteers. To insure consistent methodology all road and trail data collection will be completed using the same data dictionaries. The following information will be collect.
 - Primary and secondary road and trail systems.
 - Condition of travel route and evidence of use
 - Erosion levels. parallel roads, drainages issues or other problems
 - water crossings ; type and condition
 - fences, gates
 - photo points
 - rangeland improvement projects, and mineral and salting areas
5. BLM Resource Specialists will be given an opportunity to review travel data set. Additionally information that may be assimilated will be recorded at this time. Information may include user types, reasons and frequencies on specific travel routes, recommended changes to transportation system or trail closure or relocation as areas identified as needed increased maintenance levels or other improvements (parking areas).
6. Interested parties outside the BLM with on the ground knowledge will be given an opportunity to review transportation data sets and to provide information on existing transportation networks and to provide suggestions for improvement.
7. After all data is compiled and attributed, metedata will be established and the data set will be archived the Casper Field Office.
8. BLM specialists will validate the road and trail inventory by reviewing random locations and travel routes within the TMA.
9. Completed data sets will be used as base line information and be used to create alternatives for the Travel and Transportation Planning.