

**BLM Unit Identification:** Adobe Town WY-030-401 and WY-040-408

**Description** Adobe Town is proposed by the conservation community for wilderness designation. The area proposed for wilderness includes all of the Adobe Town Wilderness Study Area, plus additional lands of wilderness quality in The Haystacks, along Willow Creek and the Willow Creek Rim, and south of the WSA to the Powder Rim and just beyond it. All of these areas possess the full complement of required characteristics for wilderness in abundance: outstanding opportunities for both solitude *and* primitive and unconfined recreation, wilderness-quality naturalness, size (at over 180,000 acres, the citizens proposed Adobe Town wilderness is well above the 5,000-acre minimum), and in addition has outstanding supplemental values such as abundant wildlife, wild horse herds, unique geology, and abundant archaeological and paleontological resources.

The Adobe Town area has long attracted attention for its mesmerizing landscapes of badlands and high rims. In 1869, General A.A. Humphreys led a Geological Exploration of the Fortieth Parallel. In his report, General Humphreys describes the Adobe Town area as follows:

“This escarpment is the most remarkable example of the so-called bad-land erosion within the limits of the Fortieth Parallel Exploration...Along the walls of these ravines the same picturesque architectural forms occur, so that a view of the whole front of the escarpment, with its salient and reentrant angles, reminds one of the ruins of a fortified city. Enormous masses project from the main wall, the stratification-lines of creamy, gray, and green sands and marls are traced across their nearly vertical fronts like courses of immense masonry, and every face is scored by innumerable narrow, sharp cuts, which are worn into the soft material from top to bottom of the cliff, offering narrow galleries which give access for a considerable distance into this labyrinth of natural fortresses. At a little distance, these sharp incisions seem like the spaces between series of pillars, and the whole aspect of the region is that of a line of Egyptian structures. Among the most interesting bodies are those of the detached outliers, points of spurs, or isolated hills, which are mere relics of the beds that formerly covered the whole valley. These blocks, often reaching 100 feet in height, rise out of the smooth surface of a level plain of clay, and are sculptured into the most remarkable forms, surmounted by domes and ornamented by many buttresses and jutting pinnacles. But perhaps the most astonishing single monument here is the isolated column shown in the frontispiece of this volume. It stands upon a plain of gray earth, which supports a scant growth of desert sage, and rises to a height of fully sixty feet. It could hardly be a more perfect specimen of an isolated monumental form if sculptured by the hand of man.” Report of the Geological Exploration of the Fortieth Parallel, 1869,

p.397-398.

BLM recognized the unique and significant natural qualities present in the Adobe Town Area when it designated the area as an “Interim Critical Management Area” under the Management Framework Plans drafted prior to 1973. It has also been managed as the Adobe Town Wild Horse Management Area. In its URA Step III (Present Situation) document (hereinafter referred to as URA), BLM concluded: “Quality, we feel, is a function of the combination of interrelated (sic) values that the area exhibits and the uniqueness of that combination. In that sense the area is very high quality.” URA at p.15.

In their *Inventory of Significant Geologic Areas in the Wyoming Basin Natural Region*, compiled under contract with the National Park Service in 1973, the authors noted that “The greatest natural value of this area is that it is still a ‘howling wilderness.’” (at p. 187). The authors of this report gave the Washakie Basin the highest rating for priority in evaluation for National Natural Landmark designation. A later study titled *Potential Natural Landmarks in the Wyoming Basin*, released in 1976, rated the area as having the highest rating for ecological and geological values, a rating that reflects “high degree of national significance, recommended without reservation.” at pp. 216-218. In 1979, the National Park Service and the Heritage Conservation and Recreation Service identified the resources of the Washakie Basin as possessing nationally significant and threatened natural-ecological-geological features and listed the basin as a possibility for new study and potential inclusion as a national park, underscoring the outstanding natural attributes of the area.

The outstanding natural qualities of this area echo through BLM’s own documents from its Wilderness Intensive Inventory of the area. In the early 1970s, BLM recognized that “[t]hese highly significant wildlife values, coupled with open space and a sparse human population, figure prominently in the way of life enjoyed by the residents” (Wyoming Land Use Decisions, Overland Area, at p.4). BLM officials played up the unique and outstanding natural values of the area as follows. “Many of the spires take on strange life-like forms - stone sentinals (sic) frozen in time standing guard over their silent desert domain. Walking amidst groups of these strange spires gives one the eerie feeling of being watched - by beings who have witnessed the evolution of Adobe Town for millennia.” (URA at p.4). The document went on to state, “Contrast between colors, sunlight and shadows, and landforms is increased creating enormous vistas...” (URA at p.5). “Although similar landforms are found elsewhere in southern Wyoming, these are perhaps the most outstanding example, a factor which contributes to the uniqueness of the area.” (URA at p.9).

Adobe Town has also received recent accolades in the popular literature. In the recently released book *Wild Wyoming*, author Erik Molvar describes Adobe Town as “a fantastic landscape of spires, balanced rocks, keyoles, and cliffs” (at p. 321) and “a landscape worthy of National Park status” (at p.323). This book goes on to assert that “[w]hen the BLM developed its wilderness recommendations, natural gas potential was given priority over public recreation and environmental quality” (at p. 325). BLM has the responsibility to rectify the tainted nature of its original Wilderness Intensive Inventory by setting aside **all** lands in the Adobe Town area that possess wilderness characteristics until the U.S. Congress can act on them.

**Proposed Expansions** Our intensive inventory of routes and impacts within the greater Adobe Town area reveals that many of the vehicle routes that form the boundaries of Adobe Town (and hence the basis for excluding adjacent roadless lands) either were never “roads” that significantly impact the naturalness of the landscape or have become so reclaimed through the passage of time and the processes of natural degradation that they no longer qualify as roads or significant impacts. In these cases, we inventoried surrounding undeveloped lands for vehicle routes and human impacts to determine which (if any) areas met the wilderness criteria and warranted inclusion in an expanded Adobe Town WSA. We found a number of large areas which meet every criteria for wilderness designation and yet were excluded from Adobe Town WSA. As it now stands, many of the scenic overlooks within Adobe Town WSA have within their viewshed lands which are unprotected from industrial development. An expansion of the WSA to include undeveloped lands that possess wilderness quality would thus enhance and protect the wilderness quality of lands within the current WSA while addressing the problem of the exclusion of wilderness-quality lands nearby from interim protection. We formally request that BLM reinventory these areas, and extend WSA protection to those areas that qualify for wilderness as outlined in the BLM Wilderness Inventory Study Procedures.

**THE HAYSTACKS** The Haystacks are a broad arc of deeply dissected badlands that extend northeast from the Adobe Town Rim. According to local tradition, it was in the Haystacks that Butch Cassidy and his gang hid their fresh horses, which helped them elude their pursuers following the Tipton train robbery. This lofty chain of ridges and badlands is home to a juniper woodland whose isolated nature within the surrounding sea of sagebrush lends it great ecological importance. In the Park Service’s Inventory of Significant Geological Areas in the Wyoming Basin Natural Region (published in 1973), the authors describe The Haystacks as follows: “A dominant feature of the landscape in the northern part of the area is Haystack Mountain. It is arctuate in shape and 10 miles long. On the north end, badland slopes of variegated sediments rise precipitously 500 feet above the adjacent plains.” at p.187-188. Today, visitors to the Haystacks can enjoy the same wild, remote, and pristine character that Cassidy found here in the 1800s. The unit is separated from Adobe Town WSA by the Manuel Gap “Road,” a rugged jeep trail. During the Wilderness Intensive Inventory, BLM officials came to the rather amazing conclusion that it was constructed, maintained, and regularly used, qualifying as a “road” and fit for exclusion from wilderness. Our inventory provides voluminous evidence that much of the route was never constructed, those parts which received blading have since deteriorated, use is very light and sporadic (not regular), and maintenance has not been performed for such a long time that substantial portions of the route are no longer passable to vehicles of any kind. Hence, this route meets none of the characteristics of a “road” and must be considered a “way,” and as such it does not present an intrusion of significant magnitude to warrant its exclusion from wilderness.

Of the 50,000 acres of wilderness-quality land in this area, BLM in its Wilderness Intensive Inventory considered only 8,090 acres of this unit, the portion outside the “Checkerboard” of public and private land ownership. In its analysis, BLM officials noted that the limited area inventoried “...contains enough acres to meet the size criterion but field investigations indicate that this portion of the unit fails to satisfy other basic wilderness criteria. Opportunities to experience solitude are not outstanding and the opportunity for a primitive and unconfined type of recreation is limited.” Staff Specialist Synopsis, Unit No. WY-030-401, WY-040-408, 1/16/80, p.7. But when the entire unit is considered as a whole, *both* the opportunity for solitude *and* outstanding opportunities for primitive and unconfined recreation are available throughout this unit, particularly within the northeastern extension of the Adobe Town Rim and within the Haystacks themselves. BLM conceded that the subunit that it considered possessed the full measure of naturalness required for wilderness, noting, “[t]his portion is bisected by a way [Route AT-89B]..Its presence alone is insufficient to compromise apparent naturalness” (Ibid. at p.7). But the report recommends dropping the area from wilderness consideration because it “contained intrusions and otherwise did not meet wilderness criteria” (Id. at p.4). We found that in the unit as a whole, there were 8 plugged and abandoned wells with access routes that have been obliterated and re-seeded, one access road that had been abandoned but has yet to be obliterated as per BLM requirements, no stock reservoirs, and a handful of two-track “ways.” These impacts, singly or when taken together, are similar in all particulars to those found within the existing Adobe Town WSA and do not significantly impair the naturalness of the area.

We request that BLM grant all public lands within The Haystacks unit as outlined in this report be granted WSA status and be immediately withdrawn from all mineral leasing, road or pipeline construction, and the construction of new range improvement structures until such time as Congress can reach a final decision to either grant it wilderness status or release it from wilderness consideration. In the interim, BLM should actively pursue a program of land swaps in order to free up the potential wilderness from private inholdings.

WILLOW  
CREEK  
RIM

This unit encompasses a sloping table land between the WSA and the Willow Creek Rim, an area of 20,000 acres that BLM inventoried and then excluded from WSA protection in 1980. It also includes wilderness-quality lands in the badlands of Willow Creek itself, which lie immediately to the east of the rim. The Willow Creek Rim is a tall, vertical scarp that bisects the area from north to south, affording spectacular views of the surrounding country. At its foot lies a maze of badlands that invite exploration on foot or horseback. The spectacular scenery alone is sufficient to lend the area outstanding opportunities for primitive and unconfined recreation.

In its inventory of the area, BLM excluded the tract including Willow Creek Rim, citing a lack of vegetative or topographic screening and land features that

were “commonplace” (Staff Specialist Synopsis at p.8). The report noted that “[s]everal ways are also found in this portion of the unit...they receive no maintenance and most are deteriorated” (Ibid. at p.8). This report further noted a pipeline right-of-way that had been approved but not yet constructed and a bladed road along the Willow Creek Rim that received substantial use. The BLM concluded that the Willow Creek Rim unit “contained intrusions and otherwise did not meet wilderness criteria” (Id. at p.4) and excluded it from further wilderness consideration.

Today, there is no visible evidence that the pipeline was ever laid, and the bladed “road” has been mechanically obliterated and reseeded in the intervening years. A light amount of use still occurs on a two-track way that follows the revegetation strip of the old road, but this route was created and maintained solely by the passage of vehicles and thus must be considered a “way.” An improved gravel road has been built atop one of the primitive “ways” to access a drilling site east of Willow Creek Rim. Like the roads found within Adobe Town WSA, this road is a “temporary intrusion” that will need to be fully reclaimed when the well site is abandoned. For the purposes of this report, this road has been excluded from the proposed wilderness via a “cherry-stem;” we expect that the road be obliterated upon abandonment of the well site, at which time the route will be suitable for inclusion within wilderness. There also are 3 stock water reservoirs in this area, both of which are sound and hold water, but have dams camouflaged by native vegetation and are no more of an impact on the area than the similar reservoirs within Adobe Town WSA.

**POWDER RIM** The Powder Rim is a broad swell of high country that rises at the south end of the Washakie Basin. It is robed in a mix of juniper woodland and sagebrush meadows, and provides nesting habitat for sage grouse. The northern side of the rim slopes down into the Skull Creek basin, where it is dissected into clay badlands. This area apparently escaped the Wilderness Intensive Inventory entirely, even though it possesses all of the required attributes. This area provides perhaps the finest opportunities for primitive and unconfined recreation in a juniper woodland setting available in Wyoming. It is separated from the Adobe Town WSA by an old jeep trail that received so little use that it has been completely obliterated by the forces of natural degradation over most of its length. Several jeep trails within this area have been improved by bulldozer blading, an impact that will heal over the course of time once these routes are abandoned. There is one reservoir within the area, which is breached and no longer functional.

**EAST FORK POINT** We recommend that all of the lands northeast of Pipeline AT-36 be incorporated into the Adobe Town WSA. This area is traversed by three vehicle routes: AT-9 (BLM Route “G”), which BLM has already classified as a “way,” and route AT-8 which is essentially identical and visits a fully reclaimed drill site, and AT-37, a dead-end jeep trail that has fallen into disuse. The area includes three active reservoirs, comparable in every way with Blank, No Name, and Miserable

Reservoirs which already are included within Adobe Town WSA. As it now stands, if Adobe Town were granted wilderness status, there would be no major rim summit that would not be vehicle accessible; the addition of this parcel would allow at least some of the rim tops to fall within a wilderness backcountry.

<b>Size:</b>	<b>BLM Initial inventory</b>	<b>276,158 acres</b>
	<b>BLM Intensive inventory</b>	<b>123,250 acres</b>
	<b>Wilderness study</b>	<b>85,710 acres</b>
	<b>Citizen's Wilderness Proposal</b>	<b>180,910 acres</b>

**Naturalness** BLM itself has concluded that the entire Adobe Town WSA meets all naturalness criteria for wilderness designation. According to a Staff Specialist Synopsis dated 1/16/80, "Within these two subunits, North Adobe Town and South Adobe Town are scattered minimal evidences of man's activities" (at p.10). The same report went on to catalog the human intrusions within the future WSA: "6 plugged and abandoned well sites, one active gas well...some stockwater reservoirs, and several ways. The cumulative effect of these intrusions is not severe and they are so few and far between that some intrusions could be detected only during aerial reconnaissance" at p.10. BLM's initial documentation on Adobe Town had the following to say: "Most of the intrusions are minor. That is, each intrusion by itself is not particularly noticeable and each has a minimal impact on the area as a whole. A number of the intrusions are difficult to find as evidenced by reports submitted to BLM by the mineral industry during the intensive wilderness inventory" (URA at p.5-6).

The URA goes on to note that "a more or less continuous exploration program has been conducted in the area...This activity has left its mark on the area although the impact has been relatively minor" (at p.6). In its final inventory document, titled "Adobe Town Wilderness Study" (hereafter referred to as ATWS), The report reaches the following conclusion: "While not completely pristine, the area clearly meets the criterion for naturalness. The works of man are substantially unnoticeable. The impact of each of the intrusions is insignificant. Similarly, the cumulative impact of all of the intrusions on the entire area is insignificant," ATWS p.7.

The routes that are found within the Adobe Town WSA are primarily ways which were never constructed or maintained by mechanical means, most being maintained solely by the passage of vehicles. An improved gravel road descending from the Adobe Town Rim to the Koch Exploration and Trappers Trail #1 wells was ruled to be a "temporary intrusion," having been built in 1978 after the passage of FLPMA. Such "temporary intrusions" may not be invoked to exclude areas from wilderness consideration. According to ATWS (at p.7), "There are a few more ways which are not much more than sets of vehicle tracks. They are nearly impossible to find on the ground. They can be seen from the air and this is how they were identified. From the vantage point of the hiker

they are virtually unnoticeable.” In ATWS (at p.1), the BLM noted that “[w]hile some roads and trails do exist in the Adobe Town area little effort has been made by BLM to maintain them. As a result many of the roads shown on standard maps are no longer passable. A similar situation exists with stock water reservoirs. None has been maintained and some are silted in or otherwise washed out. For the most part the man-made intrusions are very minor and only noticeable when they are directly underfoot.”

In 1979, Koch Exploration, an oil and gas extraction company, commissioned its own study on Adobe Town, titled *A Land Use Inventory of the Adobe Town Wilderness Study Area*. Its assessment of the vehicle routes within the future WSA agreed with BLM’s own conclusions: “According to Mr. Eversole, these roads have been in use by sheep and cattle ranchers for more than sixty years. With the exception of Road F, all of the roads were originally built through the process of vehicles passing over the area” (at p.5). Thus, being “maintained solely by the passage of vehicles,” these routes must be classified as “ways” under both BLM’s expired Wilderness Inventory Handbook and its current Wilderness Inventory Study Procedures. The Koch report includes interviews with local ranchers that do nothing to demonstrate that any of these routes were ever maintained by mechanical means: “Mr. Eversole claims that he has not performed any maintenance on these roads. He stated that other ranchers may have performed maintenance from time to time” (at p.6). The Koch report concludes: “In brief, Roads I, J, K, L, M, N, and P are two-track roads with no improvements or permanent structures” (at p.7), thus classifying all of these routes under BLM definitions as “ways,” not “roads.”

After a careful and comprehensive on-the-ground evaluation of all current and former vehicle ways within the Adobe Town WSA, we conclude that nothing has occurred during the last 20 years to change the original interpretation that vehicle ways falling within Adobe Town WSA are suitable for inclusion in wilderness. Those vehicle routes that were originally classified as “ways” still merit that classification today. In addition, we have identified several additional vehicle routes that were either overlooked by BLM’s original inventory or have been created through illegal off-trail vehicle use; these routes also are “ways” and possess none of the attributes of “roads.” Our inventory further documents through photographic evidence that a number of vehicle routes that form the boundaries of the current WSA also are “ways” and do not detract from the naturalness of the WSA or the undeveloped and roadless areas that are adjacent to it. In these cases, we intensively inventoried the adjacent roadless lands for wilderness eligibility.

Stock water reservoirs also occur within the WSA, and like the vehicle ways that are present here, their presence does little to diminish the perceived naturalness of the area. BLM assessed their impact as follows: “Many of the reservoirs no longer hold water due to their being silted up or washed out. Others are in good condition. All of the reservoirs’ earthen dams are overgrown with native

vegetation and blend well with the surroundings. Most do not look unlike the adjacent landforms.” URA p.6. Reservoirs found within the unprotected areas proposed for WSA status here have a similar, negligible impact on the naturalness of their respective landscapes.

The lands outside Adobe Town WSA which we have proposed for wilderness in this document possess fully the naturalness that is required for wilderness designation under the Wilderness Inventory Study procedures. The routes found within these areas are in every way comparable to the routes that are found within the existing Adobe Town WSA. Vehicle ways in these areas are no more impacted than those within the WSA; their cumulative impact on the naturalness of these areas is identical to the impact of the vehicle ways within the WSA--which BLM has already determined to be negligible. In the “Routes and Impacts” table, each route outside the WSA is compared with a route or route inside the WSA which BLM saw fit for inclusion within wilderness. The photo documentation provided in this report demonstrates unequivocally that each of the vehicle routes or other human impacts outside the WSA but within the citizens’ proposed wilderness detracts no more from the naturalness of their surroundings than corresponding routes or human impacts already protected within Adobe Town WSA. Human impacts in within the citizens’ proposed wilderness are directly analogous in type, degree of reclamation, and areal density to those found within the WSA. These areas are undeveloped and fully natural, with little evidence of human activity. Those intrusions that are present are minimal and difficult to detect unless the visitor is standing directly atop them; they do not detract from the overall naturalness of these areas either singly or when taken cumulatively.

**Solitude**

Due to its remoteness, vast reaches of undeveloped land, and topographic variety, the Adobe Town area possesses some of the finest potential for solitude in North America. BLM’s initial inventory of the area pointed out that, “The visitor can view an area many thousand acres in size from any one vantage point. This vastness creates a perception of being alone in a huge area, a sense of being far removed from the works of man.” URA at p.15. It went on to note that “Except for the wind and the sounds made by coyotes and other wildlife, the desert is a very silent place. All of these factors, size, perceived vastness, silence, coupled with natural screening provided by topography and vegetation contributes to the quality of solitude.” URA at p.15 . Because large portions of Adobe Town WSA is essentially level and unbroken desert plain, BLM officials empirically tested the visibility of hikers on the plain. “At several locations in the open plain areas attempts were made to determine how visible a hiker would be walking away from some observation point on level ground. In areas covered by stabilized sand dunes a hiker of average height disappeared from view in about one fourth of a mile,” URA at p.10. Thus, opportunities for solitude were outstanding even on the open desert, while the deeply dissected rim areas can absorb even greater numbers of visitors without diminishing the quality of solitude.

The roadless and undeveloped lands that surround the WSA have a potential for solitude that is in every respect equal to that found in the WSA proper. The Haystacks, Willow Creek Rim, Willow Creek Basin, and Powder Rim offer deeply dissected badlands that rival the Adobe Town and Skull Creek Rims in topographic complexity. In each of these badland areas outside the WSA, visitors would find solitude on par with that of the most rugged areas inside the WSA. Similarly, basin and plateau surfaces outside the WSA have a potential for solitude equal to that found on the Sand Creek Basin and Archer Plain, both of which were included in the Adobe Town WSA. Landforms in these areas feature dunes stabilized by desert shrub vegetation, which provide the same screening as that found inside the WSA, where the visibility of a hiker was found to be only ¼ mile.

**Recreation Opportunities** Opportunities for primitive and unconfined recreation found throughout the Adobe Town area are the finest available in Wyoming's high deserts, and compare favorably with those found in National Parks such as The Badlands and Bryce Canyon. The BLM concluded that "the area was shown to possess outstanding opportunities for solitude and primitive, unconfined recreation," ATWS at p.6. Recreation activities that are available in the Adobe Town region include hiking, backpacking, horseback riding, wildlife and wild horse viewing, rockhounding, photography, big game hunting, and geology study.

Opportunities for these activities in the citizens' proposed areas outside the WSA are every bit as outstanding as those within it. The Haystacks unit contains a substantial stretch of the Adobe Town Rim with its unearthly rock formations, as well as the even taller Haystacks with some of the loftiest and most dissected badlands in the state. The Willow Creek Rim unit contains not only the rim itself with its spectacular vistas, but a portion of the Willow Creek badlands, a maze of low canyons and rocky ridges. To the south, the Powder Rim unit includes a lofty swell punctuated with juniper woodlands and eroded into scenic clay badlands on its north face. All of these areas unequivocally offer the potential for primitive and unconfined recreation that rises to the level of "outstanding."

**Supplemental Values** The Adobe Town area possesses an array of supplemental values that is itself an outstanding attribute of the area. Ecologically, the greater Adobe Town area is of great importance as one of the last large remnants of the Red Desert ecosystem that remains in a pristine state. The high rims and ridges of the area offer nesting habitat for ferruginous hawks, golden eagles, and prairie falcons; burrowing owls nest on the flats. The midget faded rattlesnake has been documented along the Adobe Town Rim, at the northeastern limit of its range. The northern plateau lizard and eastern short-horned lizard are among the other rare and sensitive reptile species that are known to inhabit this area. The Bitter Creek antelope herd, numbering over 20,000 animals, ranges across Adobe Town, which forms an important core area for the herd. Finally, over 1,000 wild horses of the Adobe Town herd range across all parts of this area, which forms the central core for the

herd.

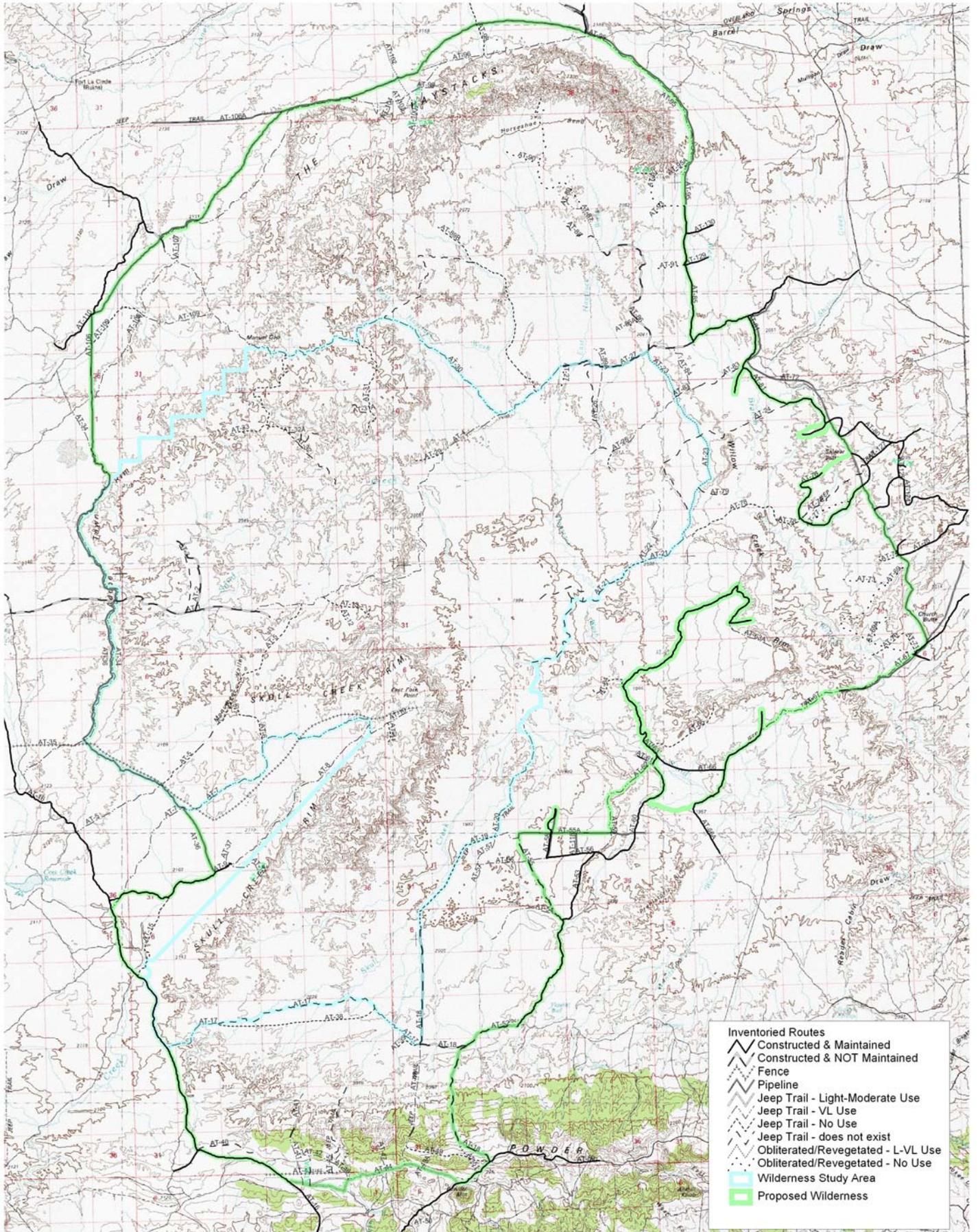
The geologic formations exposed in this area are well-known for bearing fossil mammals of Eocene age. The titanotheres and Uintatheres, two examples of extinct Pleistocene megafauna, are among the fossils that have come from this area. Archaeologists expect to find a high concentration of prehistoric sites of human occupation throughout the Adobe Town area. Thus, the paleontological and archeological resources of the greater Adobe Town region are of major national importance.

### **Threats**

Adobe Town and the surrounding wildlands are under direct threat from expanding oil, gas, and coalbed methane drilling in the Washakie Basin. Currently, a proposal for new seismograph exploration in the northern half of the roadless area has been put forward. At the time of the initial wilderness inventory, BLM estimated that the study area was underlain by 1 to 1.9 trillion cubic feet of natural gas; this estimate would doubtlessly have been expanded if the inventory had not excluded large, undeveloped areas contiguous to the eventual WSA. At the time that the WSA was established, over 80% of the land area given interim protection had been leased with pre-FLPMA leases, which would be available for drilling even if the area was granted full wilderness status by Congress. During the years that followed, not one of these pre-FLPMA leases was drilled, and hence no additional impacts occurred that might alter the wilderness qualities found within the WSA. BLM chose not to renew leases within the WSA unless they were held by production, and today there are few remaining oil and gas leases within the Adobe Town WSA. The additional wildlands that this report recommends for wilderness are in an identical situation that the Adobe Town WSA lands occupied in 1980 -- most are covered with oil and gas leases, but there is little current extraction activity and thus few leases can be held by production. Thus, BLM is compelled to act now to expand the Adobe Town WSA before oil and gas development can take over these unprotected lands and hold their subsurface leases indefinitely by production.

A second economic use of the Adobe Town area is represented by sheep and cattle grazing allotments. BLM's own assessment of the compatibility of livestock use with WSA status is summed up in the Adobe Town Wilderness Study: "The livestock industry would be largely unaffected [by wilderness designation] because most of the movement of livestock is presently done on horseback" (ATWS at p.13). The reaction of local livestock operators to WSA status was mixed at the time: "Some of the livestock operators felt that wilderness could adversely affect their operations, while others believed that wilderness would leave their operations relatively unaffected." BLM Scoping Document, 9/8/82, Sec. B No.1. In the years since Adobe Town became a WSA, there has not been a significant impact of the interim designation on the livestock industry. It is unlikely that livestock operators would be hindered by expanding the WSA, because few working stock improvements exist within these areas.

Adobe Town is unique among Wyoming WSAs inasmuch as the entire area has remained open for motorized use on existing vehicle routes. The decision not to close the area to vehicles was based on the rather suspect logic that the roads were needed by BLM for administrative purposes, particularly to aid in the capture and removal of surplus wild horses. In fact, most wild horse herding employs horsemen and helicopters; the role of motor vehicles is necessarily limited by the difficulty of the off-road terrain. Even so, motor vehicle use in the greater Adobe Town area is very light. BLM pointed out in its analyses that if Adobe Town became wilderness, “[m]otorized recreation would cease... [but] The area is lightly used so the number of affected people would be fairly small, although it is not known.” ATWS p.13. Our inventory turned up a number of two-track vehicle ways within the WSA which were not mentioned in BLM’s original inventory. These routes include inventoried routes AT-29, AT-14, AT-14A, AT-13, the extension of AT-12 beyond No Name Reservoir, and possibly AT-11. The presence of these new (albeit minor) intrusions suggests that BLM’s policy to allow the WSA to remain open to motorized use has resulted in some degree of degradation in its wilderness qualities, a violation of BLM’s own directives for interim management of WSAs.



3 0 3 6 Miles



Comment ID	BLM ID	BLM Comments and Conservation Analysis	Wilderness Recommendation	Example Photos	Quad
AT-1	Route "B"	A "fully constructed road," it "was to be obliterated by Gulf in 1973-74." Later upgraded by Koch Exploration in 1978. (WII, p.4). Presumably a "temporary intrusion," as it was included in the WSA. Concluded to be a "road." The Trappers Trail #1 well had "been reseeded several times but...had not regained its apparant naturalness."	Due to the lack of maintenance and passability only to high-clearance vehicles, this route lacks some characteristics of a road. None theless , it is a significan human impact. We agree with BLM's decision to include it within the WSA, and note the need to mechanically obliterate and re-seed the portions of the route within the	Figure 1 Figure 2 Figure 3	Monument Valley Cow Creek Reservoir
AT-2	Route "F"	"Evidence of construction and maintenance are clear" but preceded in origin by FLPMA. It was "determined to be a temporary route which will be fully rehabilitated after the oil and gas activities cease." WII p.6 Koch Adobe Town #1 well is similarly classed a "temporary intrusion."	We concur with the BLM's analysis that this route and well siteare "temporary intrusions." Because gas production has ceased at this site, we urge BLM to require its immediate obliteration.	Figure 4	Monument Valley Manuel Gap
AT-3		Presumably part of the "temporary intrusion" associates with AT-2	This pipeline will be removed an reclaimed when Adobe Town #1 is permanently abandoned. It is a "temporary intrusion."	Figure 5 Figure 6 Figure 7 Figure 8	Monument Valley Manuel Gap
AT-4	Route "E" Monument Valley Way	The "product of incremental passage of vehicles," this route "never was navigable by 2-wheel drive vehicles." It experienced "small" amounts of blading, but evidence of blading was subsequently obliterated. Although initially determined a "road," it ultimately was	This two-track jeep trail now shows no evidence of construction or maintenance, is impassable to all vehicles for part of the AT-5 stretch, and is maintained solely by the passage of vehicles. It is thus a "way."	Figure 9 Figure 10	Monument Valley Prehistoric Rim
AT-5	Route "W" Route "X" Route "E" Monument Valley Way	The "product of incremental passage of vehicles," this route "never was navigable by 2-wheel drive vehicles." It experienced "small" amounts of blading, but evidence of it was subsequently obliterated. Parts were "constructed for the one-time purpose of drilling a...dry hole. Although initially determined a "road," it ultimately was determined to be a "way." WII p.6-7. The#4-35 well site had "become a 'sand dune' due to lack of revegetation" and was "without apparent	This two-track jeep trail now shows no evidence of construction or maintenance, is impassable to all vehicles for part of the AT-5 stretch, and is maintained solely by the passage of vehicles. It is thus a "way." The well site has now returned to a state of apparent naturalness.	Figure 11 Figure 12 Figure 13	Monument Valley
AT-6	Route "H"	This route "was selected on the basis of no required construction, no required maintenance, and minimal erodibility. It has never been improved in any manner...concluded to be a way	This route exhibits none of the attributes of a road. It is a "way."	Figure 14 Figure 15	Monument Valley
AT-7	Route "G"	This route "has experienced some dozing of dunes but most of the two-track trail was originated through incremental use and not by construction. There has been no known maintenance...and it is now in a state of	We concur with BLM's assessment, adding that no evidence remains of construction in the dune areas. This "way" currently exhibits none of the properties of a road.	Figure 16 Figure 17	Monument Valley Cow Creek Reservoir
AT-8		This route was used as a boundary for the WSA but no discussion of it is made in the Wilderness Intensive Inventory.	This route is identical in every respect with AT-7, which BLM classified as a "way."	Figure 18 Figure 19 Figure 20	Monument Valley
AT-8A		No BLM analysis	This route exhibits none of the attributes of a road. It is a "way."	Figure 21	Monument Valley
AT-9		No BLM analysis	This improved gravel route accesses two inactive gas wells. It was constructed but has not received maintenance, and receives regular use . We classify it as a "road" and exclude it from proposed wilderness.	Figure 22 Figure 23	Monument Valley Cow Creek Reservoir
AT-10		Although included within Adobe Town WSA, BLM did not analyze this route.	This two-track was never constructed as is maintained solely by the passage of vehicles. Like the more well-worn AT-8, this route is a "way."	Figure 24	Monument Valley Prehistoric Rim
AT-11		Although included within Adobe Town WSA, BLM did not analyze this route.	This two-track was not constructed or maintained and is no longer used. It is a "way" that is being reclaimed by the forces of natural degradation.	Figure 25 Figure 26	Monument Valley
AT-12	Route "Y"	This route was constructed to build No Name Reservoir. Partially bladed by seismograph crews in 1974 or 1975. Determined to be a "way." WII p.7 The Husky well site "has rehabilitated fairly well and is returning to an apparently	No evidence of construction remains on this route. A jeep trail continues south from the reservoir. The route remains a "way." The Husky well site has achieved a natural condition.	Figure 27 Figure 28 Figure 29	Monument Valley

AT-13		This spur route off AT-12 was not analyzed in BLM's Wilderness Intensive Inventory.	This jeep trail shows no evidence of construction, maintenance, or regular use. It is a "way" that is becoming reclaimed through natural degradation	Figure 30	Monument Valley
AT-14 AT-14A		Although included within Adobe Town WSA, BLM did not analyze these routes. They may have arisen after the Wilderness Intensive Inventory was completed.	These dead-end, user-created routes display no evidence of construction and maintenance, and do not receive regular use. They are jeep "ways" suitable for inclusion within	Figure 31	Monument Valley

Comment ID	BLM ID	BLM Comments and Conservation Analysis	Wilderness Recommendation	Example Photos	Quad
AT-15 AT-15A		No BLM analysis	This jeep trail shows ne evidence of construction or maintenance. It receives sporadic use along part of its length and is impassable on the remained. Part of this route is a "way," while the portion through the Shell Creek bogs is merely a "slight intrusion." It is suitable for inclusion	Figure 32 Figure 33 Figure 34 Figure 35	Monument Valley Upper Powder Spring
AT-16		No BLM analysis	This major trunk road was constructed and receives some maintenance along part of its length, although part is unmaintained and passable only to 4-wheel drives. It receives regular use. We classify it as a "road" and exclude it from proposed	Figure 36 Figure 37 Figure 38	Kinney Spring Cow Creek Reservoir Upper Powder Spring Cow Creek Reservoir SW
AT-17		BLM used this route as the south boundary for Adobe Town WSA, but provided no analysis.	This route shows no evidence of construction or maintenance, and most of it receives no use and is impassable. The eastern and western extremities of this route are "ways," while the center of the route does not even constitute a "slight intrusion," as	Figure 39 Figure 40 Figure 41	Upper Powder Spring Powder Mountain
AT-18		No BLM analysis	This access route to an abandoned well was constructed but not maintained, and now is impassable except to 4-wheel drives. It does not receive regular use. Like AT-1 and AT-2, it is a "temporary intrusion" that needs to be obliterated and re-seeded, and as such it warrants	Figure 42 Figure 43 Figure 44	Powder Mountain Prehistoric Rim
AT-19		BLM used this route as the southeast boundary for Adobe Town WSA, but provided no analysis.	This route was never constructed or maintained, and receives no use. Indeed, impasses at either end prevent vehicle access even for 4-wheel drives. It is being reclaimed by natural degradation, and constitutes a "slight intrusion," not even a "way."	Figure 45 Figure 46 Figure 47	Prehistoric Rim
AT-20		BLM used this route as the southeast boundary for Adobe Town WSA, but provided no analysis.	This route was never constructed or maintained, and receives only very light and sporadic (rather than regular ) use. It is maintained solely by the passage of vehicles and therefore is a "way" suitable for inclusion within	Figure 48	Prehistoric Rim
AT-21		BLM used this route as the southeast boundary for Adobe Town WSA, but provided no analysis.	This route was never constructed or maintained, and is no longer in use. The southwest two-thirds are impassable to any vehicle and no longer identifiable as a vehicle way. The eastern third is a "way," while the western two-thirds are not even a	Figure 49 Figure 50	Prehistoric Rim Barrel Springs SW
AT-22		BLM included this route and the reservoir at its end within Adobe Town WSA but provided no analysis in its Wilderness Intensive Inventory	This route was originally bladed but never maintained and is no longer used. It constitutes a "way" that is being reclaimed through natural degradation. Blank Reservoir is sound and functional. It blends in with the surrounding badlands and constitutes	Figure 51 Figure 52	Prehistoric Rim Barrel Springs SW
AT-23		BLM cited this route as having been bladed and receiving regular use. Presumably it would have been classified as a "road."	This route has been mechanically obliterated and re-seeded in the intervening years. It still receives some use along a two-track that is now maintained solely by the passage of vehicles, thus constituting a "way." It is suitable for inclusion within	Figure 53	Barrel Springs SW, Salazar Butte
AT-24		BLM included part of this route in Adobe Town WSA but provided no analysis.	No evidence of this route exists on the ground. It is not even a "slight intrusion."	Figure 54	Salazar Butte Barrel Springs SW

AT-25	Route "I"	The route is "evidenced by a faint two track trail" with "no evidence supporting construction or maintenance" and "no evidence demonstrating its regular and continuous use." It was classed a "slight intrusion, not even constituting way status." WII p.6.	This route once accessed a now-abandoned an non-functional reservoir, and no evidence of a wash crossing and linkage with AT-26 exists. It is a "way" maintained solely by the passage of vehicles.	Figure 55 Figure 56 Figure 57	Barrel Springs SW
AT-26	Route "I"	The route is "evidenced by a faint two track trail" with "no evidence supporting construction or maintenance" and "no evidence demonstrating its regular and continuous use." It was classed a "slight intrusion, not even constituting way	Today, no evidence whatsoever remains of this route, although a "way" (AT-26) runs through the draw just east of it.	Figure 58	Barrel Springs SW

Comment ID	BLM ID	BLM Comments and Conservation Analysis	Wilderness Recommendation	Example Photos	Quad
AT-27		The obliterated part of this route lies within Adobe Town WSA. The remaining portion is part of the WSA north boundary. No analysis of this route was provided by BLM.	This access route to an abandoned well was constructed but not maintained, and now is impassable except to 4-wheel drives. Like AT-1 and AT-2, it is a "temporary intrusion" that needs to be obliterated and re-seeded, and as such it warrants	Figure 59 Figure 60 Figure 61 Figure 62	Barrel Springs SW
AT-28	Route "Z"	This "poorly defined route" arose during the construction of Sand Branch Reservoir. BLM reported that "only one half of the route is visible" and added that Sand Branch Reservoir "is heavily silted in and will receive no future maintenance." The route was determined to be "only an intrusion rather than a Way." WII p.7. The reservoir was "rapidly regaining its naturalness, blending in with its surroundings."	The reservoir access route has entirely disappeared. Only the reservoir remains to be classed an "intrusion."	Figure 63 Figure 64	Barrel Springs SW
AT-29		Although it falls within Adobe Town WSA, this route was not analyzed under BLM's Wilderness Intensive Inventory. It may have arisen subsequently.	This two track route was never constructed, and is maintained solely by the passage of vehicles, constituting a "way."	Figure 65	Barrel Springs SW
AT-30		A BLM District manager asserted that this route was constructed and maintained, and received regular use, constituting a "road."	This route shows no evidence of construction today, has not been maintained, and is passable only to 4-wheel drives. This route has a number of impasses that require drivers to detour away from the original route. Showing none of the attributes of a "road," this jeep trail is unequivocally	Figure 66 Figure 67 Figure 68 Figure 69 Figure 70	Manuel Gap Barrel Springs SW
AT-30A		No BLM analysis	This short, dead-end spur trail was never constructed or maintained. It is	Figure 71	Manuel Gap
AT-31 AT-31A	Route "V"	This route was "partly bladed in 1971-72 and receives no present use. It serves "no purpose other than [its] original seismograph use." It has "received no regular maintenance and [is] in poor condition, being nearly impassable." It was	We concur with BLM's assessment that this is a "way," and would add that it continues to receive no use and is being reclaimed by natural degradation.	Figure 72 Figure 73	Manuel Gap
AT-32	Route "U"	This "heavily sanded in trail" was "constructed by seismograph crews" and "received no known or evident maintenance." It "can only beconsidered a way." WIIpp. 6-7.	We concur with BLM's conclusion that this is a "way." It no longer receives any use, and is being reclaimed through natural degradation	Figure 74 Figure 75	Manuel Gap
AT-33	Route "Ua"	It was "constructed by seismograph crews" and received no known or evident maintenance." Not even qualifying as a way, it was classed an "intrusion." WII pp.6-7	We classify this route as a "way," although it has received no use and is being reclaimed through natural degradation.	Figure 76	Manuel Gap
AT-34	Route "A"	Identified by public comment to be a "road." Easily passable with signs of blading at its northern extremity, dating from seismographic exploration in 1971-74. Regular use by sheepherders. It is "evidently improved and maintained by mechanical means" although "since initial improvement it has not needed maintenance." Wilderness Intensive Inventory (WII), p.4.	BLM concedes that only the northern extremity of AT-34 was ever bladed, and it is obvious that the route has never seen maintenance of any kind. Being "maintained solely by the passage of vehicles, it must be regarded as a "way," regardless of public opinion. Nonetheless, it is now paralleled by a pipeline which is a significant human intrusion. It is excluded from the citizens' wilderness	Figure 77	Kinney Spring Cow Creek Reservoir
AT-35		Portions of this fence (in good repair) were included within Adobe Town WSA, and other portions (where the barbed wire is down) formed part of the WSA boundary. The BLM provided	This fence is deteriorating rapidly along most of its length. It is a "minor intrusion" suitable for inclusion within wilderness.	Figure 79	Monument Valley Cow Creek Reservoir
AT-36		This pipeline was constructed subsequent to BLM's Wilderness Intensive Inventory.	This pipeline is a substantial impact that may require mechanical maintenance in the future. We have excluded it from proposed wilderness.	Figure 80	Monument Valley Cow Creek Reservoir Kinney Spring
AT-37		No BLM analysis	This dead-end two track route serves no apparent purpose. It was never constructed, and is maintained solely by the passage of vehicles,	Figure 81	Monument Valley

AT-38		No BLM analysis	Like Routes AT-31 and AT-32 within the WSA, this abandoned seismograph trail shows evidence of balding, but is not maintained or regularly used. It is deteriorating due to natural degradation and constitutes a "way" suitable for inclusion within	Figure 82	Upper Powder Spring
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AT-39		No BLM analysis	This dead-end spur was never constructed or maintained, being maintained solely by the passage of vehicles. It is a "way." Last Reservoir is breached and non-functional. Like Sand Branch and Adobe Butte Reservoirs within the WSA, it is a "minor intrusion" suitable for	Figure 83 Figure 84	Upper Powder Spring
AT-40		No BLM analysis	This former jeep trail is now abandoned and is returning to a fully natural condition. Never constructed or maintained, it receives no use. It is a "slight intrusion" rather than a "way," and is suitable for inclusion within	Figure 85	Upper Powder Spring
AT-41		No BLM analysis	This seismograph trail is not constructed or maintained along most of its length, constituting a "way." Like Routes AT-22, AT-31 and AT-32 within the WSA, it has been bladed along part of its length. Nonetheless, it does not receive regular use, and the one-time nature of the seismic exploration merits	Figure 86 Figure 87 Figure 88	Upper Powder Spring
AT-42		No BLM analysis	This route along the crest of Powder Rim was never constructed, is maintained solely by the passage of vehicles, and does not receive regular use. It is a classic "way."	Figure 89	Upper Powder Spring
AT-42A		No BLM analysis	This abandoned fragment of an old seismograph line is deteriorating through natural degradation. It is a "minor intrusion" suitable for inclusion within wilderness.	Figure 90	Upper Powder Spring
AT-43		No BLM analysis	This new fence is a "minor intrusion" suitable for inclusion within wilderness.	Figure 91	Upper Powder Spring
AT-44		No BLM analysis	This route has never been constructed or maintained, but it is well entrenched and receives regular use. Although it is classified a "way," we exclude it from proposed wilderness, and it serves as a boundary for the	Figure 92	Upper Powder Spring
AT-44A		No BLM analysis	This dead-end camping spur was never constructed or maintained, and is a "way."	Figure 93	Upper Powder Spring
AT-45		No BLM analysis	Marked as a "jeep trail" on the map, this abandoned seismograph trail was never constructed or maintained, receives no use, and is rapidly deteriorating to the point that no longer exists along much of its length. It is a "minor intrusion" suitable for	Figure 94 Figure 95	Upper Powder Spring
AT-46		No BLM analysis	This route was never constructed, and is maintained solely by the passage of vehicles (and therefore a "way.") Adobe Reservoir is sound, but blends in with the surrounding landscape and like the reservoirs included within Adobe Town WSA,	Figure 96 Figure 97	Upper Powder Spring
AT-47		No BLM analysis	This dead-end route to the top of Powder Rim is not constructed, maintained, or receiving regular use. It possesses none of the attributes of a road and is classified as a "way."	Figure 98	Upper Powder Spring

AT-48		No BLM analysis	This seismograph trail is not constructed or maintained along most of its length, constituting a "way." Like Routes AT-22, AT-31 and AT-32 within the WSA, it has been bladed along part of its length. Nonetheless, it does not receive regular use, and the one-time nature of the seismic exploration merits	Figure 99 Figure 100 Figure 101	Upper Powder Spring
AT-49		No BLM analysis	This jeep trail is not constructed, maintained, or receiving regular use. It has none of the attributes of a "road" and is classified a "way."	Figure 102	Upper Powder Spring

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AT-50		No BLM analysis	The Cherokee Trail Road, this major trunk route is constructed, maintained , and receives regular use. It is a "road" under BLM definitions and is excluded from the citizens' proposal.	Figure 103	Upper Powder Spring
AT-51		No BLM analysis	This new fence is a "minor intrusion suitable for inclusion within wilderness.	Figure 104	Upper Powder Spring
AT-52		No BLM analysis	This route may have been constructed but is not maintained. It is a "way," but is excluded from proposed wilderness.	Figure 105	Powder Mountain
AT-53		No BLM analysis	This recently upgraded route is a fully constructed "road" to a new drilling site. It is excluded from proposed wilderness.	Figure 106	Powder Mountain Prehistoric Rim
AT-54		No BLM analysis	This jeep trail was never constructed or maintained, and does not receive regular use. Having none of the characteristics of a road, it is a dead-end "way."	Figure 107	Prehistoric Rim Powder Mountain
AT-55		No BLM analysis	This route was constructed to reach a well site that has been abandoned. It has been obliterated and re-seeded, but continues to receive some use. Though not qualifying as a "road," it is excluded from the proposed wilderness.	Figure 108 Figure 109	Prehistoric Rim
AT-55A		No BLM analysis	This pipeline is a substantial impact, and it is excluded from proposed wilderness.	Figure 110	Prehistoric Rim
AT-56		No BLM analysis	Part of this route has been upgraded to a gas field "road" and is excluded from the citizens' wilderness proposal. Other portions are an abandoned seismic trail, which once was bladed but qualifies as a "way" similar to AT-22, AT-31, and AT-32 which were included in Adobe Town	Figure 111 Figure 112 Figure 113	Prehistoric Rim
AT-57		No BLM analysis	This southern extension of AT-20 was never constructed or maintained and does not receive regular use. It is a dead-end "way" with no apparent purpose.	Figure 114	Prehistoric Rim
AT-58		No BLM analysis	This gas well access road has been cherry-stemmed out of the proposed	Figure 115	Prehistoric Rim
AT-59		No BLM analysis	This two-track "way" was not constructed or maintained and is maintained solely by the passage of vehicles. Nonetheless, it may soon be upgraded to an improved road and has been excluded from the proposed	Figure 116	Prehistoric Rim
AT-60		No BLM analysis	This improved gravel road is constructed and maintained with regular use, and is excluded from the proposed wilderness.	Figure 117	Prehistoric Rim
AT-61		No BLM analysis	This route was constructed to reach a now-abandoned drilling site. It was never maintained. Though not fully qualified as a "road," it is excluded from the proposed wilderness.	Figure 118	Prehistoric Rim
AT-62		No BLM analysis	This route was never constructed or maintained, and does not even qualify as a "way," but rather a "minor intrusion." Nonetheless, it does not occur within the proposed wilderness.	Figure 119	Prehistoric Rim

AT-63		One of several primitive "ways."	This route was upgraded to an improved gravel road in 2001. It is a temporary intrusion that will need to be obliterated when drilling activities cease. It is cherry-stemmed out of the proposed wilderness with the understanding that it will be	Figure 120 Figure 121	Prehistoric Rim Powder Mountain NE
AT-63A		No BLM analysis	This two-track way was never constructed and is maintained solely by the passage of vehicles. It is suitable for inclusion within wilderness.	Figure 122	Powder Mountain NE

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AT-64		No BLM analysis	This primitive, dead-end two track was never constructed or maintained and no longer exists in places. Parts of it are a "way," while other parts are a "minor intrusion."	Figure 123 Figure 124	Prehistoric Rim
AT-65		No BLM analysis	This old two-track accesses an old wild horse trap. The route was not constructed or maintained and is no longer used, and therefore a "way." The remains of the horse trap constitute a "minor intrusion" similar to horse traps within Adobe Town	Figure 125 Figure 126 Figure 127	Prehistoric Rim Powder Mountain NE
AT-66		No BLM analysis	This primary gas field road is excluded from the proposed wilderness.	Figure 128	Prehistoric Rim Powder Mountain NE
AT-66A		No BLM analysis	This improved gravel spur road to an active well is cherry-stemmed out of the proposed wilderness.	Figure 129 Figure 130	Powder Mountain NE
AT-67		No BLM analysis	This jeep trail shows signs of blading along part of its length. Although it does not fully qualify as a "road," it is excluded from the proposed wilderness and serves as a boundary.	Figure 131	Powder Mountain NE
AT-69		No BLM analysis	This former gravel road has been obliterated and reseeded, and no longer is used. Like AT-27 within Adobe Town WSA, it is a "minor intrusion" suitable for inclusion	Figure 132 Figure 133	Powder Mountain NE
AT-69A		No BLM analysis	This former gravel road to an abandoned well site has been obliterated and reseeded, and no longer is used. Like AT-27 within Adobe Town WSA, it is a "minor	Figure 134 Figure 135	Powder Mountain NE
AT-70		No BLM analysis	This former seismograph trail was never constructed or maintained, and now is abandoned and revegetating. It is a "minor intrusion" suitable for inclusion within wilderness.	Figure 136	Powder Mountain NE
AT-71		No BLM analysis	This former jeep trail was never constructed or maintained, and now is abandoned and revegetating. It is a "minor intrusion" suitable for inclusion within wilderness.	Figure 137	Powder Mountain NE
AT-72		No BLM analysis	This pipeline is a substantial intrusion . It is excluded from the proposed wilderness and serves as part of its	Figure 138	Salazar Butte Powder Mountain NE
AT-73		No BLM analysis	This former gravel road to an abandoned well site has been obliterated and reseeded, and no longer is used. Like AT-27 within Adobe Town WSA, it is a "minor	Figure 139 Figure 140	Powder Mountain NE
AT-74		No BLM analysis	This former jeep trail was never constructed or maintained, and now is abandoned and revegetating. It is a "minor intrusion" suitable for inclusion within wilderness.	Figure 141	Powder Mountain NE
AT-75		No BLM analysis	This improved gravel road to a well site is excluded from the proposed wilderness.	Figure 142	Salazar Butte Powder Mountain NE
AT-76		No BLM analysis	This improved gravel road to a well site is excluded from the proposed wilderness.	Figure 143	Salazar Butte
AT-76A		No BLM analysis	This former jeep trail was never constructed or maintained, and now is abandoned and revegetating. It is a "minor intrusion" suitable for inclusion within wilderness.	Figure 144	Salazar Butte

AT-78		No BLM analysis	This old jeep trail was never constructed or maintained, and portions no longer exist at all. Parts of the route area "way," while other parts are simply a "minor intrusion." The reservoir along it is similar to	Figure 145 Figure 146 Figure 147	Salazar Butte
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<b>Comment ID</b>	<b>BLM ID</b>	<b>BLM Comments and Conservation Analysis</b>	<b>Wilderness Recommendation</b>	<b>Example Photos</b>	<b>Quad</b>
AT-79		No BLM analysis	This former jeep trail was constructed but has been obliterated by natural degradation and no longer exists. It is a "minor intrusion," and the reservoir at its end is similar to those included within the existing WSA.	Figure 148 Figure 149	Salazar Butte
AT-80		No BLM analysis	This improved gravel spur road to an active well is cherry-stemmed out of the proposed wilderness.	Figure 150	Salazar Butte
AT-81		No BLM analysis	This primary gas field road is excluded from the proposed wilderness.	Figure 151	Salazar Butte
AT-82		No BLM analysis	This improved gravel spur road to an active well is cherry-stemmed out of the proposed wilderness.	Figure 152	Salazar Butte
AT-83		No BLM analysis	This former jeep trail shows some signs of blading, but is no longer used and portions no longer even exist. It is a "minor intrusion" rather than a "way"	Figure 153 Figure 154	Salazar Butte Barrel Springs SW
AT-84		No BLM analysis	This old jeep trail was never constructed or maintained, making it a "way." The reservoir along it is similar to those included within the existing WSA.	Figure 155 Figure 156 Figure 157	Salazar Butte Barrel Springs SW
AT-85		No BLM analysis	This primary gas field road is excluded from the proposed wilderness.	Figure 158	Salazar Butte
AT-86		No BLM analysis	This access route to an abandoned well was constructed but not maintained, and now is impassable except to 4-wheel drives. It does not receive regular use. Like AT-1 and AT-2, it is a "temporary intrusion" that needs to be obliterated and re-seeded, and as such it warrants	Figure 161 Figure 162 Figure 163	Barrel Springs SW
AT-86A		No BLM analysis	This former gravel road to an abandoned well site has been obliterated and reseeded, and no longer is used. Like AT-27 within Adobe Town WSA, it is a "minor	Figure 159 Figure 160	Barrel Springs SW
AT-87		No BLM analysis	This former gravel road has been obliterated and reseeded, and no longer is used. Like AT-27 within Adobe Town WSA, it is a "minor intrusion" suitable for inclusion	Figure 164 Figure 165 Figure 166	Barrel Springs SW Haystack Flats
AT-87A		No BLM Analysis	This former jeep trail was never constructed or maintained, and now is abandoned and deteriorating. It constitutes a "minor intrusion."	Figure 167	Haystack Flats
AT-88		No BLM analysis	This former jeep trail no longer exists in any form. It is no longer even a "minor intrusion."	Figure 168	Barrel Springs SW
AT-89		No BLM analysis	This two-track way was never constructed and is maintained solely by the passage of vehicles. It is suitable for inclusion within	Figure 169	Barrel Springs SW
AT-89A		No BLM analysis	This two-track way was never constructed and is maintained solely by the passage of vehicles. It is suitable for inclusion within		Barrel Springs SW
AT-89B		A way that does not detract from the naturalness of the area.	This route was never constructed or maintained. It is abandoned beyonds N-T Reservoir and constitutes only a "minor intrusion" here. It is a "way" to the reservoir, which is similar to reservoirs within the existing WSA. The western leg of the route does not	Figure 170 Figure 171 Figure 172 Figure 173	Barrel Springs SW Manuel Gap

AT-90		No BLM analysis	This former gravel road has been obliterated and reseeded, and no longer is used. Like AT-27 within Adobe Town WSA, it is a "minor intrusion" suitable for inclusion	Figure 174 Figure 175	Haystack Flats
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Comment ID	BLM ID	BLM Comments and Conservation Analysis	Wilderness Recommendation	Example Photos	Quad
AT-91		No BLM analysis	This former gravel road to an abandoned well site has been obliterated and reseeded, and no longer is used. Like AT-27 within Adobe Town WSA, it is a "minor	Figure 176	Barrel Springs SW Salazar Butte
AT-92		No BLM analysis	This former gravel road to an abandoned well site has been obliterated and reseeded in 2000, and no longer is used. It has not yet returned to a natural state but will do so in the coming years. Like AT-27 within Adobe Town WSA, it is a "minor intrusion" suitable for	Figure 177 Figure 178	Barrel Springs SW Salazar Butte Haystack Flats
AT-93		No BLM analysis	This former gravel road to an abandoned well site has been obliterated and reseeded, and no longer is used. Like AT-27 within Adobe Town WSA, it is a "minor	Figure 179 Figure 180	Barrel Springs SW
AT-94		No BLM analysis	This former jeep trail was never constructed or maintained, and is now abandoned and deteriorating. It is a "minor intrusion."	Figure 181	Haystack Flats
AT-95		No BLM analysis	This jeep trail is a "way" that is not constructed or maintained, but it is paralleled by a pipeline that is a significant intrusion. It is excluded from the proposed wilderness.	Figure 182	Salazar Butte Haystack Flats Barrel Springs
AT-95A		No BLM analysis	This jeep trail was never constructed and is maintained solely by the passage of vehicles, constituting a "way" suitable for inclusion within	Figure 183	Barrel Springs Haystack Flats
AT-96		No BLM analysis	This jeep trail was never constructed and is maintained solely by the passage of vehicles, constituting a "way" suitable for inclusion within	Figure 184	Manuel Gap Fort La Clede NE Haystack Flats
AT-97		No BLM analysis	This pipeline is a substantial intrusion . It is excluded from the proposed wilderness and serves as part of its boundary	Figure 185	Haystack Flats Fort La Clede NE
AT-98		No BLM analysis	This jeep trail was never constructed and is maintained solely by the passage of vehicles, constituting a "way" suitable for inclusion within	Figure 186	Haystack Flats
AT-99		No BLM analysis	This jeep trail was never constructed and is maintained solely by the passage of vehicles. It does not receive regular use. It constitutes a "way" suitable for inclusion within	Figure 187	Haystack Flats
AT-100 AT-100A		No BLM analysis	This jeep trail was never constructed and is maintained solely by the passage of vehicles, constituting a "way" suitable for inclusion within	Figure 188	Haystack Flats
AT-101		No BLM analysis	This jeep trail was never constructed and is maintained solely by the passage of vehicles. It does not receive regular use and is abandoned. It constitutes a "way" suitable for	Figure 189	Haystack Flats
AT-102		No BLM analysis	This access route to an abandoned well has been obliterated and reseeded. Part of it still receives use, and is a two-track "way" maintained solely by the passage of vehicles. The remainder is merely a "minor	Figure 190 Figure 191	Haystack Flats

AT-103		No BLM analysis	This jeep trail was never constructed and is maintained solely by the passage of vehicles. It does not receive regular use. It constitutes a "way" suitable for inclusion within	Figure 192	Fort La Clede NE
AT-104		No BLM analysis	This abandoned jeep trail was never constructed and is maintained solely by the passage of vehicles. It does not receive any use. It constitutes a "way" suitable for inclusion within	Figure 193	Fort La Clede NE
AT-105		No BLM analysis	This route is damage left over from off-trail travel by heavy equipment. It constitutes a "minor intrusion" rather than a "way," as it is impassable to	Figure 194	Fort La Clede NE

Comment ID	BLM ID	BLM Comments and Conservation Analysis	Wilderness Recommendation	Example Photos	Quad
AT-106		No BLM analysis	This pipeline is a substantial intrusion . It is excluded from the proposed wilderness and serves as part of its	Figure 195	Fort La Clede NE Manuel Gap
AT-107		No BLM analysis	This dead-end jeep trail was never constructed and is maintained solely by the passage of vehicles. It does not receive regular use. It constitutes a "way" suitable for inclusion within	Figure 196	Manuel Gap
AT-108		No BLM analysis	This jeep trail was never constructed and is maintained solely by the passage of vehicles. It does not receive regular use. It constitutes a "way" suitable for inclusion within	Figure 197	Manuel Gap Kinney Spring
AT-109		No BLM analysis	This jeep trail was never constructed and is maintained solely by the passage of vehicles. Parts of it have been abandoned and area deteriorating "minor intrusion." Other parts constitute a "way" suitable for	Figure 198 Figure 199	Manuel Gap Kinney Spring
AT-201		No BLM analysis	Sand Hill Reservoir. "This reservoir is sound but camouflaged by being located in a depression among hills, so it is not visible at a distance. It is comparable to No Name Reservoirs and other impoundments that were	Figure 200	Monument Valley
AT-202		No BLM analysis	East Cow Creek Reservoir. This reservoir is sound but camouflaged by being located in a depression among hills, so it is not visible at a distance. It is comparable to No Name Reservoirs and other impoundments that were included within Adobe	Figure 201	Monument Valley
AT-203		No BLM analysis	No Name Reservoir. This reservoir is sound and its dam is free of vegetation. It is hidden in a draw among the rims and is not visible at a distance. It lies within the existing	Figure 202	Upper Powder Spring
AT-204		No BLM analysis	Miserable Reservoir. This reservoir is sound and its dam is free of vegetation. It is easily visible at a distance. It lies within the existing	Figure 203	Upper Powder Spring
AT-205		No BLM analysis	Adobe Butte Reservoir. It is abandoned and breached, and is deteriorating rapidly. It lies within	Figure 204	Upper Powder Spring
AT-206		No BLM analysis	Reservoir in T13N R97W. This reservoir is sound but camouflaged by being located in a depression among hills, so it is not visible at a distance. It is comparable to No Name Reservoirs and other impoundments that were included within Adobe	Figure 205	Upper Powder Spring
AT-207		No BLM analysis	Salazar Reservoir. This reservoir is sound but camouflaged by being located in a depression among hills, so it is not visible at a distance. It is comparable to No Name Reservoirs and other impoundments that were	Figure 206	Salazar Butte



Figure 1

Route AT-1, also known as BLM 4412 and Route “B” in BLM’s Wilderness Intensive Inventory. This route was upgraded in 1978 for access to the Koch Adobe Town #1 well. It shows signs of intensive construction, but is classed a “temporary intrusion.”

Photo #EMM37-75



Figure 2

View of AT-1 crossing Sand Creek wash. Two-foot banks on either side make this crossing possible only with high-clearance 4 wheel drive. This constitutes a lack of regular maintenance and illustrates the route’s degradation.

Photo #EMM37-83



Figure 3

Trappers Trail #1 well site at the end of AT-1. This site is finally returning to a relatively natural state after several failed attempts to revegetate it.

Photo #EMM37-92



Figure 4

Route AT-2. Although shown on the USGS Monument Valley quad, there is no evidence of this route on the ground.

Photo #EMM37-76



Figure 5

View of AT-3 (BLM Route "F") in typical condition. This route was constructed but is not maintained. Although probably qualifying as a "road," BLM classed it a "temporary intrusion" due to its post-FLPMA construction. Note the shrubs growing on road margins. Photo #EMM37-89



Figure 6

View north along the gas pipeline that accompanies Route AT-3. Like the road, it is a "temporary intrusion."

Photo #EMM37-80



Figure 7

Impasse on Route AT-3 near well site. This washout renders the route impassable to vehicles of any kind at this point.

Photo #EMM37-85



Figure 8

Well tree at AEC (Formerly Koch Exploration) Adobe Town #1. This well has been temporarily abandoned, although the deteriorating equipment remains on the site. There is no evidence of recent extraction activity at this site.

Photo #EMM37-86



Figure 9

Typical view of Route AT-4 (part of the “Monument Valley route”) crossing sandy country. This two-track shows no evidence of construction or maintenance, being maintained solely by the passage of vehicles.

Photo #EMM37-97



Figure10

One of several wash crossings along AT-4 where the route is completely invisible and drivers must navigate by dead reckoning.

Photo #EMM43-55



Figure11

Route AT-5 (part of the old “Monument Valley route”) in its most well-worn condition. Although some blading has reportedly occurred on this route, no evidence remains of it.

Photo #EMM38-14



Figure 12

The central portion of AT-5 has completely disappeared and is impassable to vehicles. This part of the route no longer exists.

Photo #EMM45-91



Figure13

The plugged and abandoned Husky well along AT-5. Although this site was viewed as a reclamation failure 20 years ago, greasewood and saltbush have invaded and now the site is returning to a natural state.

Photo #EMM38-22



Figure14

Route AT-6 (BLM Route "H") came into being as a cutoff to the Monument Valley route when that route became impassable. Itself abandoned, this route was never constructed or maintained. This view is typical of the route.

Photo #EMM38-20



Figure 15

Impasse along the central part of AT-6. This route through clay badlands has completely disappeared in places.

Photo #EMM45-74



Figure 19

Windy Reservoir, along AT-8. Note the shrub vegetation that is taking over its dam and provides it some camouflage.

Photo #EMM45-51



Figure 20

Upper Draw Reservoir along AT-8. This reservoir has yet to return to a natural state.

Photo #EMM45-53



Figure 21

Route AT-8A atop its rise. This dead-end way exhibits no construction or maintenance, and is not used regularly

Photo #EMM45-49



Figure 19

Windy Reservoir, along AT-8. Note the shrub vegetation that is taking over its dam and provides it some camouflage.

Photo #EMM45-51



Figure 20

Upper Draw Reservoir along AT-8. This reservoir has yet to return to a natural state.

Photo #EMM45-53



Figure 21

Route AT-8A atop its rise. This dead-end way exhibits no construction or maintenance, and is not used regularly

Photo #EMM45-49



Figure 22

Route AT-9, which is constructed and receives some maintenance. This route was excluded from the proposed Adobe Town WSA expansion.

Photo #EMM45-16



Figure 23

Inactive well pad at the end of AT-9.

Photo #EMM45-30



Figure 24

Typical view of Route AT-10. This "way" falls entirely within Adobe Town WSA.

Photo #EMM45-57



Figure 25

Route AT-11 in its best condition. This short, dead-end spur accesses a small reservoir, and falls entirely within Adobe Town WSA.

Photo #EMM45-60



Figure 26

Reservoir at the end of AT-11. It appears that a dam was built in the center of a natural depression that collected water without additional help. It is unclear whether this dam actually retains any additional water over and above what naturally occurs in this pocket.

Photo #EMM45-59



Figure 27

View of Route AT-12 in fairly faint condition. It receives very little use and is mostly reclaimed.

Photo #EMM38-4



Figure 28

No Name Reservoir along Route AT-12. This reservoir is still functional. Its dam is partially camouflaged by desert shrub vegetation.

Photo #EMM38-1



Figure 29

Husky well site along AT-12. This site has achieved a relatively natural condition.

Photo #EMM38-5



Figure 30

Typical view of AT-13, a dead-end jeep "way" entirely within Adobe Town WSA. It was not identified in BLM's Wilderness Intensive Inventory.

Photo #EMM38-8



Figure 31

View of Route AT-14 that is also representative of conditions on AT-14A. This two track way is within Adobe Town WSA, but was not identified in BLM's Wilderness Intensive Inventory. It may be of more recent origins.

Photo #EMM45-34



Figure 32

Route AT-15 in its best condition. It exhibits no evidence of construction or maintenance, being maintained solely by the passage of vehicles.

Photo #EMM38-5



Figure 33

Impassable stretch of AT-15 as it crosses the Shell Creek bogs. There are no signs of recent vehicle use here.

Photo #EMM46-7



Figure 34

View of Route AT-15A, a short spur from AT-15 that visits a hill-top overlook. It is not even well-worn enough to constitute a “way.”

Photo #EMM46-8



Figure 35

No Name Reservoir (south), off of Route AT-15A. It has no access route of its own. It is sound and holds water, with little vegetation on its dam. It lies entirely within Adobe Town WSA.

Photo #EMM46-9



Figure 36

View of AT-16 in its best condition. This route exhibits construction and some maintenance, and receives regular use. It is excluded from the proposed Adobe Town WSA expansion.

Photo #EMM45-5



Figure 37

One of several impassable rifts across Route AT-16 that render it impassable to passenger vehicles. Four wheel drives can bypass these obstacles by descending into the neighboring ditch.

Photo #EMM45-10



Figure 38

Boggy conditions like this are prevalent where AT-16 crosses alkali marshes.

Photo #EMM46-2



Figure 39

View of AT-17 in its typical, reclaimed condition. Although BLM used this route as a boundary for Adobe Town WSA, it is no longer even a “way” but rather a “slight intrusion.”

Photo #EMM46-19



Figure 40

The majority of Route AT-17 no longer exists. This is a view along the former route near the site of Adobe Draw Reservoir.

Photo #EMM46-25



Figure 41

Adobe Draw Reservoir, along AT-17. This reservoir still holds a little water, but the main wash that once fed it has bypassed the dam. The dam itself is partially camouflaged with vegetation.

Photo #EMM46-23



Figure 42

View of AT-18 in its best condition. This improved gravel route runs north to the abandoned Coastal Haystack #4 well. Its maintenance has been abandoned and it is deteriorating.

Photo #EMM46-47



Figure 43

An impasse along AT-18 (visible at right). At left is an ad hoc drive-around to avoid the obstacle. This is one of several impasses that demonstrates the route's lack of maintenance or regular use.

Photo #EMM46-46



Figure 44

Coastal Haystack #4 well site at the end of Route AT-18. The well site is overgrown with native vegetation and has achieved a natural condition.

Photo #EMM46-23



Figure 45

View of impasse on AT-19 that prevents vehicles from accessing its south end from AT-18. The wash wall is three feet high.

Photo #EMM46-52



Figure 46

Typical view of AT-19, from its junction with AT-20 (it is accessible to vehicles here).

Photo #EMM46-98



Figure 47

Impassable pond or bog that prevents vehicle access to AT-19 from the northeast. The unused and reclaimed route can be seen running southwest on the far shore of the pond.

Photo #EMM46-108



Figure 48

View of Route AT-20 in its best condition. It shows no evidence of construction or maintenance and receives no use. This dead-end way serves no purpose other than functioning as the southeast boundary of the Adobe Town WSA.

Photo #EMM46-104



Figure 49

Typical view of AT-21. This way is revegetating nicely. It way used as a boundary for Adobe Town WSA despite the fact that many more impacted ways were found suitable for inclusion within the WSA.

Photo #EMM41-25



Figure 50

At this point, AT-21 ceases to be even an old vehicle way and becomes a “slight intrusion.” Despite the fact that it is difficult even to find, it is used as a boundary for the WSA.

Photo #EMM41-32



Figure 51

View of Route AT-22 in typical condition. It accesses Blank Reservoir, which is still in use. There is evidence of blading all along this route, but it receives no use and is revegetating naturally. It falls entirely within Adobe Town WSA.

Photo #EMM41-27



Figure 52

Blank Reservoir, at the end of route AT-22. This reservoir is sound and holds water. Although its dam is not well-revegetated, it blends in with the surrounding clay badlands. It lies within Adobe Town WSA.

Photo #EMM41-29



Figure 53

Typical view of Route AT-23. This route is recorded as having been bladed originally and receiving regular use. It appears that the original route was mechanically obliterated and reseeded. There is no evidence of maintenance.

Photo #EMM40-62



Figure 54

Route AT-24, shown on several maps. No sign of it exists on the ground. This is not even an “impact.”

Photo #EMM42-53



Figure 55

Route AT-25, part of BLM route "I," originated as a reservoir access route. This way is no longer used and is being reclaimed by the forces of natural degradation. This view is typical of the route.

Photo #EMM40-68



Figure 56

Route AT-25 is more of a "slight impact" than a "way" at this point. The route does not exist as mapped, crossing the wash, but rather ends near this point.

Photo #EMM40-69



Figure 57

Abandoned reservoir at the end of former Route AT-25. The reservoir is breached in its center and no longer holds water.

Photo #EMM40-74



Figure 58

Typical view of AT-26. This two-track way receives very little use, and is becoming reclaimed through natural processes. The actual route occupies the draw bottom to the east of the map route that BLM inventoried as Route "I."

Photo #EMM40-57



Figure 59

View of AT-27 in its best condition. This improved gravel route was constructed to access a well site that was never drilled, and subsequently abandoned to fall into ruin.

Photo #EMM40-46



Figure 60

Unreclaimed portion of AT-27 at its most primitive. The original constructed route has washed out here, and a two-track detour carries all traffic.

Photo #EMM40-48



Figure 61

Typical view of southern leg of AT-27. This part of the route falls entirely within Adobe Town WSA and has been obliterated mechanically and reseeded. Use continues along the old route, making this an unimproved “way” superimposed over a revegetated strip.

Photo #EMM44-11



Figure 62

Drill pad at the end of AT-27, within Adobe Town WSA. The drill pad has been revegetated, and there is no pipe to indicate that a well was ever drilled here.

Photo #EMM44-12



Figure 63

Route AT-28, the former access route to Sand Branch Reservoir. It has been completely obliterated by natural degradation, and now does not even qualify as a “slight intrusion.”

Photo #EMM43-57



Figure 64

Dam of Sand Branch Reservoir, at the end of Route AT-28. The dam is breached at its west end. The reservoir bed is revegetated, but the dam itself has not yet returned to a fully natural condition.

Photo #EMM43-59



Figure 65

Typical view of AT-29. This way was not inventoried in BLM's Wilderness Intensive Inventory. It shows no signs of construction or maintenance, and does not receive regular use.

Photo #EMM43-51



Figure 66

Route AT-30, the Manuel Gap route, at its most road-like. Although BLM formerly asserted that this route was constructed and maintained, it no longer shows evidence of either.

Photo #EMM43-41



Figure 67

View of AT-30 (lower right) reaching one of many impasses that indicate its lack of maintenance. The route can be seen ahead in the center distance.

Photo #EMM44-3



Figure 68

Original route of AT-30 (at left) displays deep erosion and multiple trailing that is characteristic of AT-30 on the Archer Plain.

Photo #EMM43-44



Figure 69

Near Manuel Gap, AT-30 is passable only to four-wheel drive vehicles. Much of it is very rocky in this stretch.

Photo #EMM43-14



Figure 73

View of the beginning of Route AT-31A, a dead-end offshoot from Rout AT-31 that exists on the map but not on the ground.

Photo #EMM43-38



Figure 74

Typical view of AT-31 (BLM route "U"). This former seimograph trail was classified a "way" by BLM. It no longer receives any use.

Photo #EMM43-20



Figure 75

Beginning of Route AT-32A, a dead-end spur off AT-32. This route is shown on the map but does not exist on the ground.

Photo #EMM43-30



Figure 76

Typical view of AT-33, a dead-end spur off of AT-32. This former seismograph trail is now an abandoned “way.”

Photo #EMM43-24



Figure 77

Typical view of Route AT-34. This route was incorrectly classified as a “road” by BLM during its Wilderness Intensive Inventory. It was not constructed and is maintained solely by the passage of vehicles. It is unequivocally a “way.”

Photo #EMM37-59



Figure 78

Beginning of Route AT-32A, a dead-end spur off AT-32. This route is shown on the map but does not exist on the ground.

Photo #EMM43-30



Figure 79

Fence AT-35 lies partially within the WSA. The wire for this fence is down for most of its length. One of the few intact sections lies entirely within the WSA.

Photo #EMM45-88



Figure 80

Typical view of Pipeline AT-36 . This pipeline parallels AT-34 along most of its length. We classify this pipeline as a significant impact, and have excluded it from the proposed Adobe Town WSA expansion.

Photo #EMM45-87



Figure 81

Typical view of AT-37, a dead-end way with no signs of construction, maintenance, or regular use.

Photo #EMM45-40



Figure 82

Typical view of AT-38, an abandoned seismograph trail. It shows some signs of past blading, but receives no maintenance or regular use and now is becoming naturally reclaimed.

Photo #EMM46-22



Figure 83

Route AT-39 at its most road-like. This dead end route was not constructed or maintained, but has sustained recent damage from heavy equipment.

Photo #EMM46-39



Figure 84

Last Reservoir. There is no access route that reaches it. The dam is breached in the center and it no longer holds water.

Photo #EMM46-36



Figure 85

Typical view of AT-40, an abandoned way that now constitutes only a “minor intrusion.” It was never constructed or maintained and receives no use.

Photo #EMM47-89



Figure 86

View typical of AT-41, an old seismograph trail. Most of this route shows no evidence of construction or maintenance, and is becoming revegetated.

Photo #EMM47-75



Figure 87

Evidence of blading on AT-41. This is likely the result of recent seismograph exploration.

Photo #EMM47-67



Figure 88

Route AT-41 at its faintest as it approaches the badlands near the foot of the Powder Rim.

Photo #EMM47-68



Figure 89

Typical view of AT-42, with no evidence of construction, maintenance, or regular use.

Photo #EMM47-51



Figure 90

Typical view of AT-42A, an abandoned seismograph t rail. It has no evidence of construction, maintenance, or recent use.

Photo #EMM47-77



Figure 94

Typical view of Route AT-45. Neither constructed nor maintained, this old seismograph trail has been completely abandoned and now represents more of a minimal impact than a “way.”

Photo #EMM47-56



Figure 95

No trace of AT-45 exists beyond this point.

EMM47-59



Figure 96

Typical view of AT-46, an access route to Adobe Reservoir. This route shows no evidence of construction, and is maintained solely by the passage of vehicles. It has none of the attributes of a “road.”

Photo #EMM47-42



Figure 97

Adobe Reservoir. This reservoir is sound and holds water. It blends in well with the clay badlands that border it to the east.

Photo #EMM47-47



Figure 98

Typical view of AT-47 at its beginning, a dead-end jeep way that climbs to the top of the Powder Rim. It shows no evidence of construction or maintenance.

EMM47-26



Figure 99

Typical view of AT-48. Most of this seismograph trail was never constructed and is maintained solely by the passage of vehicles.

Photo #EMM47-1



Figure 100

Signs of recent blading on a short, steep stretch of AT-48. This recent maintenance is likely associated with a one-time use for seismograph testing.

Photo #EMM47-2



Figure 101

Jeep trail AT-48 in rough and primitive condition. This route is passable only to four-wheel drive vehicles.

EMM46-127



Figure 102

Typical view of AT-49. This route shows no evidence of construction, maintenance, or regular use.

Photo #EMM47-6



Figure 103

Typical view of Route AT-50, the Cherokee Trail Road. This route is constructed, maintained, and receives regular use. We classify it as a “road” and exclude it from the proposed Adobe Town WSA expansion.

Photo #EMM47-11



Figure 104

Fence AT-51. This fence was under construction in 2001 and has not yet been fully constructed.

EMM47-8



Figure 105

Typical view of AT-52. This route shows evidence of construction but no maintenance. It is not included in the proposed Adobe Town WSA expansion.

Photo #EMM46-126



Figure 106

New drilling pad at the end of newly built AT-53. This route is constructed and maintained, and receives regular use associated with construction. It is excluded from the proposed WSA expansion.

Photo #EMM46-125



Figure 107

Typical view of AT-54, a jeep way with no evidence of construction, maintenance, or regular use. It falls within the proposed WSA expansion.

Photo #EMM46-120



Figure 108

Typical view of AT-55. This route was constructed to access the Coastal Haystack #1 well. When the well was abandoned, the route may have been reseeded. It is not included within the proposed WSA expansion.

Photo #EMM46-117



Figure 109

At the end of AT-55 is the abandoned Coastal Haystack #1 well. The well site is in a natural condition.

Photo #EMM46-96



Figure 110

Typical view of Pipeline AT-56. This pipeline is currently active and is excluded from the proposed Adobe Town WSA expansion.

Photo #EMM46-76



Figure 111

Typical view of the western end of AT-56, which has been upgraded to an improved gravel road. This portion of the route is excluded from the proposed WSA expansion.

Photo #EMM46-81



Figure 112

Typical view of the west end of AT-56, a once-bladed but unmaintained seismograph trail that has reverted to a jeep trail. It is included within the proposed Adobe Town WSA expansion.

Photo #EMM46-115



Figure 113

Typical view of Pipeline AT-56. This pipeline is currently active and is excluded from the proposed Adobe Town WSA expansion.

Photo #EMM46-115



Figure 114

Route AT-57 in its best condition. This dead-end southern extension of AT-20. It was not constructed or maintained, and does not receive regular use. It is incorporated into the proposed WSA expansion.

Photo #EMM46-110



Figure 115

Typical view of Route AT-58. This route and the active wellsite at its end are determined to be roads and significant impacts, and have been cherry-stemmed out of the proposed WSA expansion.

Photo #EMM46-88



Figure 116

Typical view of AT-59. This jeep trail was not constructed or maintained by mechanical means. It is a "way," but the presence of stakes and flags indicate that it may soon be upgraded to a road. It forms a boundary for the proposed WSA expansion.

Photo #EMM46-74



Figure 117

Route AT-60 in typical condition. This is a road that was constructed and receives regular maintenance. It is excluded from the proposed WSA expansion.

Photo #EMM46-68



Figure 118

Typical view of AT-61. This route was constructed as a route to the Intrepid Oil Desert Rose #1 well. It was subsequently abandoned when the site was not drilled. This route is excluded from the proposed WSA expansion.

Photo #EMM46-57



Figure 119

Typical view of AT-62, an unimproved way created by off-trail heavy equipment traffic. This route qualifies as a “slight intrusion” rather than a “way;” it is not driveable.

Photo #EMM46-61



Figure 120

Route AT-63 in typical condition. This is a road that was constructed in 2001 and has yet to receive maintenance. It is a “road,” but may also qualify as a “temporary intrusion.” It has been cherry-stemmed out of the proposed WSA expansion.

Photo #EMM41-35



Figure 121

Drill site under construction at the end of AT-63.

Photo #EMM41-7



Figure 122

Typical view of AT-63A, an unimproved jeep trail that qualifies as a "way." Flags indicate that part of this route may soon be upgraded to accommodate new oil and gas exploration.

Photo #EMM41-2



Figure 123

Route AT-63A in its most obvious condition. This way was never constructed or maintained, and is fully reclaimed along much of its length.

Photo #EMM41-36



Figure 124

Route AT-64 at its faintest. It does not even exist in places.

Photo #EMM41-37



Figure 125

Typical view of AT-65. This route was never constructed or maintained, and does not receive regular use. It accesses an old wild horse trap.

Photo #EMM41-44



Figure 126

Route AT-65 at its faintest and most reclaimed.

Photo #EMM41-48



Figure 127

At the end of AT-65 is a fenced-off box canyon that may be a wild horse trap. This structure is no more than a minor intrusion.

Photo #EMM41-47



Figure 128

Typical view of AT-66. This improved gravel trunk road is accompanied by active natural gas wells. It is excluded from the proposed WSA, and forms part of the south boundary.

Photo #EMM41-52



Figure 129

Typical view of AT-66A, and improved gravel road that runs to an active gas well. This portion of the route is excluded from the proposed WSA expansion and forms part of the south boundary.

Photo #EMM41-53



Figure 130

Active gas well at the end of AT-66A. The portion of this route that protrudes north into the undeveloped area is cherry-stemmed out of the proposed WSA expansion.

Photo #EMM41-55



Figure 131

Route AT-67. Although marked on the map as a “jeep trail,” this route has experienced some significant blading in the past. Although it does not unequivocally qualify as a “road,” it is excluded from the proposed WSA expansion and is part of its boundary.

Photo #EMM41-58



Figure 132

Route AT-69, formerly an improved road but then mechanically obliterated and re-seeded. It now receives no use; vehicle travel is blocked by an impassable wash. It is a “slight intrusion.”

Photo #EMM41-65



Figure 133

Dry hole along Route AT-69: Celsius Energy Mulligan Draw Unit #19. This site has been recontoured, obliterated, and re-seeded and now is returning to a natural state. It constitutes a “slight intrusion.”

Photo #EMM42-11



Figure 134

Typical view of Route AT-69A, a former improved road which has been obliterated and re-seeded. Now it is a “slight intrusion.”

Photo #EMM41-69



Figure 135

Abandoned well site at the end of AT-69A. The Sun Energy Willow Rim ST 36-10, this site has been mechanically reclaimed and is returning to a natural state.

Photo #EMM41-82



Figure 136

Typical view of route AT-70, an abandoned seismograph trail. This route is well-reclaimed and represents a “minor intrusion” rather than a “way.”

Photo #EMM41-66



Figure 137

Route AT-71 at its most obvious. This long-abandoned jeep trail is a “minor intrusion” in some places and is completely nonexistent in others.

Photo #EMM41-88



Figure 138

Pipeline AT-72, a 12-inch pipe that serves the Willow Reservoir/Mulligan Draw gas field. This pipeline is a significant intrusion and is excluded from the proposed Adobe Town WSA expansion. It forms part of the east boundary.



Figure 139

Route AT-73, a former well access road that has been obliterated and re-seeded. It now constitutes only a “minor intrusion.”

Photo #EMM42-13



Figure 140

Abandoned site of the Courthouse Butte F1 well. This site has been mechanically reclaimed, and now rates as a “minor intrusion.”

Photo #EMM42-14



Figure 141

Abandoned jeep trail AT-72 in its most evident condition. This route is well-reclaimed and is a “slight intrusion” rather than a “way.”

Photo #EMM42-15



Figure 142

Route AT-75 (at lower right) and an active gas well beside it. This route is a major gas development trunk road, and it is excluded from the proposed WSA expansion.

Photo #EMM42-5



Figure 143

Route AT-76, a major oil and gas trunk road with active gas wells along it. This route is a significant impact and is excluded from the proposed WSA expansion.

Photo #EMM42-30



Figure 144

Abandoned jeep trail AT-76A, which is not evident at all in some places and is a “minor intrusion in others.” It was never constructed or maintained, and now is abandoned and reclaimed.

Photo #EMM42-44



Figure 148

Route AT-78 in typical condition. Marked “jeep trail” on the map, it shows no evidence of construction or maintenance, and is not used regularly. It is a classic “way,” and is included within the proposed WSA expansion.

Photo #EMM41-23



Figure 146

Route AT-78 at its crossing of Willow Creek wash. The route does not exist at this point, even as a “minor intrusion.”

Photo #EMM41-15



Figure 147

Unnamed reservoir along AT-78. This reservoir is sound and holds water, but its dam is camouflaged by native vegetation. Like No Name Reservoir within the WSA, it is suitable for inclusion within wilderness.

Photo #EMM41-11



Figure 148

Route AT-78 as it descends from the Willow Creek Rim. Most of this route no longer exists; the portion of it that is recognizable as a vehicle way is impassable. It constitutes a “slight intrusion.”

Photo #EMM41-23



Figure 149

Unnamed reservoir at the end of Route AT-79. Although this reservoir is sound and holds water, its dam is camouflaged by vegetation. It is comparable to Blank Reservoir within Adobe Town WSA.

Photo #EMM41-22



Figure 150

Well at the end of Route AT-80. This route is constructed and regularly maintained. It is excluded from the proposed WSA expansion via a cherry-stem.

Photo #EMM42-52



Figure 151

Route AT-81 in typical condition. This major gas field trunk road is a major impact and is excluded from the proposed WSA expansion.

Photo #EMM42-51



Figure 152

Active well at the end of Route AT-82. The well site and route are substantial impacts, and are excluded from the proposed WSA expansion via cherry-stem.

Photo #EMM42-56



Figure 153

Fully reclaimed segment of AT-83. This part of the route is a minor impact, not even a “way.”

Photo #EMM42-57



Figure 154

Old wild horse trap (at left) beside AT-83 (visible at right). The route is in its best condition here, qualifying as a “way.” The horse trap qualifies as a “minor intrusion” and is comparable to wild horse traps within the WSA.

Photo #EMM42-64



Figure 155

Beginning of AT-84 (left center). This route was not constructed or maintained, and does not even receive sufficient use to kill the vegetation in the wheel tracks. It is a “way.” Note the corral ruins in the background, a “minor intrusion.”

Photo #EMM40-10



Figure 156

Route AT-84 in its best condition. This two track is clearly maintained solely by the passage of vehicles.

Photo #EMM40-11



Figure 157

Unnamed reservoir along AT-84. This reservoir is sound and holds water. Its dam is camouflaged by vegetation, and it is comparable to the less intrusive reservoirs within Adobe Town WSA.

Photo #EMM40-12



Figure 158

Typical view of AT-85, a major trunk road. It is excluded from the proposed WSA expansion and forms part of its eastern boundary.

Photo #EMM39-101



Figure 159

Typical view of AT-86A. This former improved road has been obliterated and reseeded, and now is a "minor intrusion."

Photo #EMM40-22



Figure 160

Abandoned well site at the end of AT-86A. It has been obliterated mechanically and reseeded, but has yet to return to a natural condition. Having only been 7 years since its abandonment, it can be expected to reclaim significantly in the coming years.

Photo #EMM40-24



Figure 161

Route AT-86 in its best condition. This former gas field access road has been abandoned and is now a useless dead-end route. It is a “temporary intrusion” that requires obliteration, much like Routes AT-1 and AT-3 within Adobe Town WSA.

Photo #EMM40-23



Figure 162

View of the middle reaches of AT-86, demonstrating its lack of maintenance and impassability to passenger vehicles.

Photo #EMM40-26



Figure 163

Abandoned well site at the end of AT-86 (middle distance), which has returned to a relatively natural state.

Photo #EMM40-28



Figure 164

Route AT-87, the obliterated and reseeded segment of AT-86, in typical condition. This is a "minor intrusion" rather than a "way."

Photo #EMM40-33



Figure 165

Abandoned Ladd Petroleum drill site beside AT-87. This site has returned to a natural state.

Photo #EMM40-34



Figure 166

Phillips drill site at the end of AT-87. Like the Trappers Trail #1 at the time of the BLM's Wilderness Intensive Inventory, this site has not yet returned to a natural state.

Photo #EMM40-38



Figure 167

Typical view of AT-87A, a former jeep trail to a campsite that has since been abandoned and revegetated. It now is more of a "minor intrusion" than a "way."

Photo #EMM40-40



Figure 168

Route AT-88, a jeep trail shown on the USGS Haystack Flats quad, no longer exists even as a "minor intrusion."

Photo #EMM40-45



Figure 169

Route AT-87 is a jeep trail that receives neither construction, maintenance, nor regular use. It is maintained solely by the passage of vehicles, a classic “way.”

Photo #EMM40-31



Figure 170

Typical view of AT-89B. This two-track was never constructed or maintained, and receives no use beyond N-T Reservoir. It is a “way” that is rapidly deteriorating.

Photo #EMM44-20



Figure 171

N-T Reservoir along AT-89B. This reservoir is sound and holds water, but its dam is camouflaged by vegetation. It is similar to reservoirs inside Adobe Town WSA.

Photo #EMM44-17



Figure 172

Route AT-87B in rough condition. It receives no use here.

Photo #EMM44-22



Figure 173

No trace of the western leg of AT-87B remains, even as a “minor intrusion.”

Photo #EMM44-24



Figure 174

View of AT-90, obliterated and re-seeded. This former improved road is now a “minor intrusion.”

Photo #EMM40-36



Figure 175

At the end of AT-90 is the Immigrant Trail #3 well site. It has been obliterated and re-seeded, but like the Trappers Trail #1 well which was included in Adobe Town WSA, it has not attained a natural state at the time of this inventory.

Photo #EMM40-42



Figure 176

Abandoned and reclaimed drilling pad that was never drilled at the end of AT-91. This route is returning to a natural state, and constitutes a “minor intrusion.”

Photo #EMM40-3



Figure 177

View of AT-92, which was obliterated but has not yet become revegetated. This impact will soon return to a natural state and become a “minor intrusion.” It has not yet had sufficient time to do so.

Photo #EMM39-88



Figure 178

At the end of AT-92 is the abandoned Upper Willow Reservoir #12 well site. This site was abandoned only last autumn (2000), and has not yet had time to revegetate.

Photo #EMM39-92



Figure 179

Abandoned and revegetated Rote AT-93, reclaimed in 1993. This former improved road is now a “minor intrusion” similar to AT-27 within Adobe Town WSA.

Photo #EMM39-90



Figure 180

At the end of AT-93 is the revegetated pad of the Upper Willow Reservoir #11 well. This site is now proceeding toward a natural state.

Photo #EMM39-97



Figure 181

Typical view of abandoned jeep trail AT-94, which now does not even constitute a “minor intrusion.” It no longer exists.

Photo #EMM39-94



Figure 182

Jeep trail AT-95 paralleled by its natural gas pipeline. Although the vehicle route is a “way,” the pipeline is a significant intrusion and this route was excluded from the proposed WSA expansion, and forms part of its northeast boundary.

Photo #EMM39-78



Figure 183

Route AT-95A, a short, dead end jeep trail of no purpose and which possesses none of the characteristics of a road.

Photo #EMM39-86



Figure 184

Typical view of abandoned jeep trail AT-94, which now does not even constitute a “minor intrusion.” It no longer exists.

Photo #EMM39-94



Figure 185

Typical view of Route At-96. It was never constructed or maintained, and the growth of vegetation in the wheel tracks indicates a lack of regular use. It is maintained solely by the passage of vehicles, a classic “way.”

Photo #EMM39-69



Figure 183

Route AT-95A, a short, dead end jeep trail of no purpose and which possesses none of the characteristics of a road.

Photo #EMM39-86



Figure 184

Typical view of Route At-96. It was never constructed or maintained, and the growth of vegetation in the wheel tracks indicates a lack of regular use. It is maintained solely by the passage of vehicles, a classic “way.”

Photo #EMM39-69



Figure 185

Pipeline AT-97. This feature is a significant intrusion due to its potential need for mechanical maintenance. It is excluded from the proposed WSA expansion, and serves as the north boundary.

Photo #EMM39-66



Figure 186

Route AT-98 in its typical condition. This route was never constructed or maintained, and does not receive regular use. It is a “way.”

Photo #EMM39-60



Figure 187

Typical view of Route AT-99, a little-used jeep trail. There is no evidence of construction or maintenance, and grass is taking over the route.

Photo #EMM39-55



Figure 188

Typical view of AT-100. This route was never constructed and is maintained solely by the passage of vehicles, therefore necessitating its classification as a “way.”

Photo #EMM39-36



Figure 189

Route AT-101, an abandoned cut-off to AT-100, is no longer passable due to a washout at its north end. It is beginning to revegetate itself.

Photo #EMM39-47



Figure 190

Route AT-102, formerly an improved road to an abandoned drilling pad. It was obliterated and re-seeded, by sporadic use has continued, wearing a two-track “way” into part of it.

Photo #EMM39-51



Figure 191

At the end of AT-102 is the abandoned drilling pad of the Amoco Emigrant Trail #2. This site has now returned to a relatively natural condition.

Photo #EMM39-33



Figure 192

Typical condition of AT-103, an abandoned jeep trail that dead-ends at the base of the Haystacks. A way while in use, it now qualifies only as a “minor intrusion.”.

Photo #EMM39-25



Figure 193

Route AT-104 in its best condition. This abandoned jeep trail is now a “minor intrusion” rather than a “way.”

Photo #EMM39-13



Figure 194

Route AT-105, off-trail damage by heavy equipment. This route is an “intrusion” rather than a “way” as it is impassable to vehicles.

Photo #EMM39-4



Figure 195

Pipeline AT-106, a significant human intrusion. It has been excluded from the proposed WSA expansion and serves as the north-west boundary.

Photo #EMM44-33



Figure 196

Route AT-107, a dead-end route that ends atop a ridgetop. This route was never constructed, and is maintained solely by the passage of vehicles.

Photo #EMM43-7



Figure 197

Route AT-108 in its best condition. Never constructed or maintained, this is a classic “way.”

Photo #EMM44-50



Figure 198

Route AT-109. The western portion of this route, shown here, has been abandoned and receives no use at all. It is deteriorating rapidly.

Photo #EMM44-34



Figure 199

Typical view of AT-109 in its eastern stretch, which does receive some use. This portion qualifies as a “way.”

Photo #EMM44-44



Figure 200

Sand Hill Reservoir, in the East Fork Point proposed expansion. This reservoir is sound and holds water, but its dam is camouflaged with vegetation. It is comparable to reservoirs within the WSA.

Photo #EMM45-44



Figure 201

East Cow Creek Reservoir, in the East Fork Point proposed expansion. Sound and holding water, this reservoir is tucked away in a pocket in the hills, and is impossible to see unless a visitor is standing at its edge. It is comparable to reservoirs inside the WSA

Photo #EMM45-22



Figure 202

No Name Reservoir (number AT-203) within Adobe Town WSA. It is sound and holds water.

Photo #EMM46-9



Figure 203

Miserable Reservoir (AT-204) within Adobe Town WSA. It is sound and holds water. Its dam is not camouflaged by vegetation, and it is visible at a distance.

Photo #EMM46-15



Figure 204

Adobe Butte Reservoir (AT-205). It is unsound and holds no water,. It lies inside Adobe Town WSA.

Photo #EMM46-28



Figure 205

Unnamed Reservoir (#AT-206) in the Powder Rim proposed expansion. It is sound and holds water, and blends in well with the surrounding clay badlands.

Photo #EMM56-10



Figure 206

Salazar Reservoir (#AT-207) in the Willow Creek proposed expansion. This reservoir is tucked away between badland hills and is impossible to see unless one is standing right on top of it.

Photo #EMM42-46

Route AT-1

Constructed

Some maintenance as far as route AT-34; no maintenance beyond.

15 feet wide

2 wheel drive as far as photopoint emm38-23; 4 wheel drive beyond.

Light use as far as route AT-34; very light use beyond this junction.

This route, BLM 4412 and noted as “Route B” in the BLM’s intensive wilderness inventory, was built to access an active gas well on the Adobe Town Rim as well as several abandoned wells farther east. The eastern portion of the route, east of the active well, falls entirely within Adobe Town WSA. The western section of the route is paralleled by a surface pipeline and buried pipeline AT-117.



Photo #EMM45-4

Rt. AT-1

UTM 0714743 4568117

5/22/01

Route departs from Route AT-16.  
Evidence of maintenance.



Photo #EMM45-2

Rt. AT-1

UTM 0715268 4568206

5/22/01

Route in its best condition.



Photo #EMM38-23

Route AT-1  
No UTM  
5/15/01

Impasse with mud and water just west of junction with route AT-112. At the time this photo was taken, drive-arounds were impassable to all vehicles.



Photo #EMM38-26

Route AT-1  
UTM 0715862 4568308  
5/15/01

View east along route from junction with AT-112. Note surface pipeline at right.



Photo #EMM37-68

Route AT-1  
UTM 0719789 4568819  
5/14/01

Pipeline substation from pipeline AT-36 beside route.



Photo #EMM37-70

Route AT-1  
UTM 0719789 4568818  
5/14/01

Active natural gas well on Adobe  
Town Rim.



Photo #EMM37-72

Route AT-1  
UTM 0720153 4568928  
5/14/01

Temporary wild horse trap with  
wing fence; fenceposts with plas-  
tic sheeting not attached, on Ado-  
be Town Rim.



Photo #EMM37-74

Route AT-1  
UTM 0720221 4568946  
5/14/01

Route enters Adobe Town WSA.  
Boundary marker, vehicle travel  
permitted.



Photo #EMM37-75

Route AT-1  
UTM 0720630 4569001  
5/14/01

Route just east of purported junction with route AT-3. Note cut-and-fill construction.



Photo #EMM37-77

Route AT-1  
UTM 0720622 4568804  
5/14/01

Reservoir created by construction of route. No sign of maintenance.



Photo #EMM37-78

Route AT-1  
UTM 0721048 4568718  
5/14/01

Short, unmaintained access route to abandoned well pad. Well pipe visible.



Photo #EMM37-79

Route AT-1  
No UTM  
5/14/01

Dry hole- Koch Exploration  
Adobetown #1-30. Well pad is  
still visible, but access route is  
reclaimed here.



Photo #EMM37-82

Route AT-1  
UTM 0722941 4568537  
5/14/01

View east on AT-1 from junction  
with AT-2.



Photo #EMM37-83

Route AT-1  
UTM 0723030 4568566  
5/14/01

Route crosses Sand Creek Wash.  
Evidence of ATV use only at this  
point. Wash has 2-foot banks at  
entrance and exit that are difficult  
to cross with a vehicle.



Photo #EMM37-84

Route AT-1  
UTM 0723372 4568611  
5/14/01

Route in its best condition east of Sand Creek Wash.



Photo #EMM37-90

Route AT-1  
UTM 0724355 4568485  
5/14/01

Impasse at wash crossing; drive-around.



Photo #EMM37-91

Route AT-1  
UTM 0724655 4568472  
5/14/01

Unimproved cutoff route to old well pad (at right) departs to the southeast.



Photo #EMM37-94

Route AT-1  
UTM 0724883 4568463  
5/14/01

Route runs east from junction  
with Route AT-4.



Photo #EMM37-92

Route AT-1  
UTM 0724893 4568285  
5/14/01

Abandoned gas well pad associat-  
ed with Trappers Trail State Fed  
#1 well.



Photo #EMM37-93

Route AT-1  
No UTM  
5/14/01

Dry hole--Trappers Trail State  
Fed #1. Plugged and abandoned  
1/11/73. End of route AT-1.

## Route AT-2

Does not exist

No construction or maintenance

No use

This route, although shown on the USGS Monument Valley topographic quad, does not exist



Photo #EMM37-76

Rt. AT-2

No UTM

5/22/01

No evidence of route eastbound  
from AT-1 at this point.

## Route AT-3

Constructed

Not maintained

15 feet wide

4 wheel drive

Very light use

This route runs north from AT-1 to an inactive gas well. It is paralleled by a pipeline right-of-way, but it is uncertain whether the pipeline is still in place. Impassable to vehicles just south of well site. This route is listed as "Route F" in the BLM's intensive inventory notes.



Photo #EMM37-80

Rt. AT-1

No UTM

5/14/01

Pipeline right-of-way swings  
north from Route AT-1.



Photo #EMM37-81

Route AT-3  
UTM 0722941 4568537  
5/14/01

Route AT-3 departs northbound  
from route AT-1.



Photo #EMM37-89

Route AT-3  
UTM 0722569 45699008  
5/15/01

Route AT-3 in average condition.  
Note shrubs moving in on route  
grade.



Photo #EMM37-85

Route AT-3  
UTM 0722247 4570941  
5/14/01

Route washed out at wash cross-  
ing--impasse. Note destroyed cul-  
vert.



Photo #EMM37-86

Route AT-3  
UTM 0722043 4570983  
5/14/01

Inactive well--AEC Oil & Gas  
Adobe Town #1. Well tree. End  
of Route AT-3.



Photo #EMM37-87

Route AT-3  
UTM 0722043 4570983  
5/14/01

North pump station at well site.



Photo #EMM37-88

Route AT-3  
UTM 0722043 4570983  
5/14/01

South pump station and view  
south along pipeline right-of-way.

Route AT-4  
Not constructed  
No maintenance.  
6 feet wide  
4 wheel drive.  
Very light use.

This route, BLM 4412 but noted as “Route E” in the BLM’s intensive wilderness inventory, is a jeep trail that originates at route AT-1, makes a steep and sandy descent of the rims, then makes a difficult crossing of Sand Creek Wash to join route AT-30. It is well-reclaimed in places.



Photo #EMM37-95

Rt. AT-4  
UTM 0724883 4568463  
5/14/01

Route departs from Route AT-1,  
running northeast.



Photo #EMM37-96

Rt. AT-4  
UTM 0725208 4568652  
5/14/01

Route is not apparent as it crosses  
washes and blowouts.



Photo #EMM37-97

Route AT-4  
No UTM  
5/14/01

Typical of route AT-4 crossing sandy country. Note plants recolonizing trail tread.



Photo #EMM37-98

Route AT-4  
UTM 0721060 4568750  
5/14/01

Route AT-4 (at right) at junction with AT-5 (faint, at left).



Photo #EMM37-100

Route AT-4  
UTM 0727536 4569041  
5/14/01

View east along AT-4 from junction with AT-12.



Photo #EMM43-55

Route AT-4  
UTM 0730928 4571170  
5/20/01

Route is not evident as it runs along wash.



Photo #EMM43-54

Route AT-4  
UTM 0730907 4572939  
5/20/01

Sand Creek Wash crossing--trail is invisible as it crosses wash bed 2-foot banks to negotiate on either side of crossing.



Photo #EMM43-53

Route AT-4  
UTM 0731644 4573940  
5/20/01

Route is fairly well reclaimed here.



Photo #EMM43-50

Route AT-4

UTM 0731822 4574398

5/20/01

Route AT-4 (at left) is joined by  
AT-29 (faint, at right).



Photo #EMM43-48

Route AT-4

UTM 0733865 4575725

5/20/01

Route AT-4 runs west from junction  
with AT-30. East end of  
route.

Route AT-5

Not constructed.  
No maintenance.  
6 feet wide.  
4 wheel drive.  
Very light to no use

This jeep trail was evaluated in the original BLM wilderness intensive inventory as routes “W,” “X,” and “E.” It has several seasonal impasses, and the middle section of the route, just southwest of AT-6, has been erased entirely by natural reclamation.



Photo #EMM45-12

Rt. AT-5  
UTM 0718243 4560208  
5/22/01

Beginning of route, at its  
departure from route AT-16.



Photo #EMM45-84

Rt. AT-5  
UTM 0720499 4561530  
5/22/01

Route faintest along the stretch.



Photo #EMM45-85

Route AT-5  
UTM 0720299 4561816  
5/15/01

Water Can Reservoir. This reservoir still holds some water, but is partially breached at its west end. It was constructed but never maintained.



Photo #EMM45-92

Route AT-5  
UTM 0722429 4563000  
5/22/01

Typical view of this route along this section.



Photo #EMM45-90

Route AT-5  
UTM 0722953 4563507  
5/22/01

Marshy spot in route--this is a seasonal impasse to all vehicular travel.



Photo #EMM45-91

Route AT-5  
UTM 0722915 4563595  
5/22/01

Route disappears entirely in wash at this point. There is no evidence of vehicle use here.



Photo #EMM38-21

Route AT-5  
UTM 0724391 4565170  
5/15/01

View southwest along AT-5 from its junction with AT-6. Route is very faint with no evidence of use at this point.



Photo #EMM38-19

Route AT-5  
UTM 0724487 4565923  
5/15/01

Typical view of this stretch of route.



Photo #EMM38-18

Route AT-5  
UTM 0725194 4566333  
5/15/01

Route almost disappears on clay  
beds here.



Photo #EMM38-17

Route AT-5  
UTM 0725685 4566980  
5/15/01

Route is rather faint in this locale  
and is starting to become revege-  
tated.



Photo #EMM38-16

Route AT-5  
UTM 0724487 4565923  
5/15/01

Route emerges from swamp. This  
is an impasse to all vehicles dur-  
ing the wet season.



Photo #EMM38-22

Route AT-5  
UTM 0726544 4568387  
5/15/01

Dry hole--Husky Oil Co., TD  
3595 ft., plugged and abandoned  
5/11/76. No evidence of access  
route here.



Photo #EMM38-15

Route AT-5  
UTM 0726573 4568242  
5/15/01

Route crosses flooded clay pans.  
This is a seasonal impasse to all  
vehicular access.



Photo #EMM38-14

Route AT-5  
UTM 0726910 4568502  
5/15/01

Route climbs onto stabilized  
dunes.



Photo #EMM38-13

Route AT-5  
UTM 0726925 4568499  
5/15/01

Route departs from its erstwhile course in a wash bed.



Photo #EMM37-98

Route AT-5  
UTM 0721060 4568750  
5/15/01

Route AT-5 (at left) departs from AT-4 and follows wash bed upstream.

## Route AT-6

Not constructed.  
No maintenance.  
6 feet wide.  
4 wheel drive.  
No use

Marked as “Jeep Trail” on the USGS Monument Valley quad and identified as “Route H” in the BLM’s wilderness intensive inventory, this trail is a cutoff route between AT-5 and AT-7. It is no longer passable to full-sized motor vehicles, and shows no evidence of use. It is fully reclaimed over part of its length.



Photo #EMM45-71

Route AT-6  
UTM 0725247 4563561  
5/22/01

Very faint jeep trail AT-6 (at left) splits away from AT-7. There are no signs of vehicle use. Note section line monument in middle distance.



Photo #EMM45-72

Rt. AT-6  
UTM 0725353 4563972  
5/22/01

Trail splits--original route runs to the west (left), while old drive-around route is to the north (at right).



Photo #EMM45-73

Route AT-6  
UTM0725393 4564008  
5/22/01

Upper route quickly fades to nothing..



Photo #EMM45-74

Route AT-6  
UTM 0725107 4564245  
5/22/01

Main route is impassable at this point. It is fully reclaimed crossing clay badlands.



Photo #EMM38-20

Route AT-6  
UTM 0724487 4565170  
5/15/01

Route AT-6 departs from route AT-5.

Route AT-7

Not constructed.  
No maintenance.  
6 feet wide.  
4 wheel drive.  
Very light use.

This two-track route, described as “Route G” in the BLM’s wilderness intensive inventory, forms a portion of the boundary of the current Adobe Town WSA.



Photo #EMM45-15

Rt. AT-7  
UTM 0719935 4557918  
5/22/01

Route AT-7 (at left) departs from  
AT-9.



Photo #EMM45-83

Rt. AT-7  
UTM 0722000 4561041  
5/22/01

Typical view of route AT-7 in  
flats.



Photo #EMM45-82

Rt. AT-7  
UTM 0722446 4561025  
5/22/01

One-time-use track departs southward from AT-7.



Photo #EMM45-81

Route AT-7  
UTM 0722524 4560629  
5/22/01

Cut Reservoir, just south of AT-7. This reservoir was constructed but not maintained, is sound, and holds water.



Photo #EMM45-76

Route AT-7  
UTM 0725032 4562351  
5/22/01

Typical of route AT-7 in sandy hillocks.



Photo #EMM45-75

Route AT-7  
UTM 0725195 4563055  
5/22/01

Route AT-7 is well-reclaimed at this point.



Photo #EMM45-71

Route AT-7  
UTM 0725247 2563561  
5/22/01

Route AT-7 (at right) at its junction with AT-6. This is exemplary of the route at its best.



Photo #EMM45-69

Route AT-7  
UTM 0729106 4564244  
5/22/01

Route AT-7 departs westward from cutoff routes to AT-8 and AT-10.



Photo #EMM45-68

Route AT-7

UTM 0729106 4564244

5/22/01

Cutoff routes radiate toward AT-10 (at left) and AT-8 (at right).

#### Route AT-8

Not constructed.

No maintenance.

6 feet wide.

4 wheel drive.

Very light use.

This two-track route forms a portion of the boundary of the current Adobe Town WSA.



Photo #EMM45-31

Rt. AT-8

UTM 0724372 4559294

5/22/01

Route AT-8 departs from inactive gas well pad.



Photo #EMM45-43

Rt. AT-8  
UTM 0724809 4559581  
5/22/01

Difficult wash crossings like this are characteristic of route AT-8.



Photo #EMM45-45

Route AT-8  
UTM 0725093 4559958  
5/22/01

Typical view of route AT-8.



Photo #EMM45-51

Route AT-8  
UTM 0725934 4560700  
5/22/01

Windy Reservoir, constructed but not maintained, holds water but eroding at eastern corner.



Photo #EMM45-52

Route AT-8  
UTM 0727028 4562116  
5/22/01

Route AT-8 is deeply eroded at this point.



Photo #EMM45-53

Route AT-8  
UTM 0727883 4563030  
5/22/01

Upper Draw Reservoir. Constructed but not maintained, sound, holds water.



Photo #EMM45-54

Route AT-8  
UTM 0727883 4563030  
5/22/01

Route is most reclaimed as it passes Upper Draw Reservoir.



Photo #EMM45-55

Route AT-8  
UTM 0728904 4563942  
5/22/01

Route splits: cutoff to AT-7 is at left, with route to AT-10 at right.



Photo #EMM45-56

Route AT-8  
No UTM  
5/22/01

End of route AT-8 (at left); routes join to form AT-10. Dry Hole-- Sun Oil Jenkins Govt. B #1. Small prairie dog town immediately west of dry hole.

## Route AT-8A

Not constructed  
No maintenance  
6 feet wide  
4 wheel drive required  
Very light use

This route runs to a hilltop and dead-ends. It is associated with illegal off-trail vehicle use.



Photo #EMM45-48

Route AT-8A  
UTM 0725835 4560639  
5/22/01

Route AT-8a (at left) departs from  
AT-8 near Windy Reservoir.



Photo #EMM45-49

Route AT-8A  
UTM 0725743 4560550  
5/22/01

Route AT-8A fades out atop rise.



Photo #EMM45-50

Route AT-8A  
UTM 0725743 4560550  
5/22/01

Illegal one-time-use trail to the south.



Photo #EMM45-46

Route AT-8A  
UTM 0725390 4560259  
5/22/01

Origin of illegal-use trail (right center) from Route AT-8.



Photo #EMM45-47

Route AT-8A  
UTM 0725585 4560554  
5/22/01

Illegal use trail loops back to re-join Route AT-8.

## Route AT-9

Originally constructed  
No maintenance  
15 feet wide  
4 wheel drive required  
Light use

This route was built to service two natural gas wells, both inactive at present.



Photo #EMM45-13  
Route AT-9  
UTM 0719469 4557708  
5/22/01

Route AT-9 departs from AT-16.



Photo #EMM45-16  
Route AT-9  
UTM 0721029 4557876  
5/22/01

Route AT-9 has become rutted  
and sloppy as a result of wet-  
weather use.



Photo #EMM45-16

Route AT-9  
UTM 0721029 4557876  
5/22/01

Route AT-9 has become rutted and sloppy as a result of wet-weather use.



Photo #EMM45-23

Route AT-9  
UTM 0722854 4558454  
5/22/01

Drilling pad. Well tree on north-west side.



Photo #EMM45-24

Route AT-9  
UTM 0722854 4558454  
5/22/01

Other well equipment to south-east.



Photo #EMM45-25

Route AT-9  
UTM 0722985 4558492  
5/22/01

Route is more primitive beyond first well pad. Note erosion, plants growing on route crown indicating a lack of blading.



Photo #EMM45-26

Route AT-9  
UTM 0723416 4558737  
5/22/01

Dead Cow Reservoir. This reservoir is constructed but not maintained, is sound and holds water.



Photo #EMM45-30

Route AT-9  
UTM 0724372 4559294  
5/22/01

Well pad with equipment, possibly inactive. End of route AT-9.

Route AT-10

Not constructed  
No maintenance  
6 feet wide  
4 wheel drive required  
Very light to no use

This route approaches East Fork Point from routes AT-7 and AT-8. It falls entirely within Adobe Town WSA.



Photo #EMM45-57  
Route AT-10  
No UTM  
5/22/01

Route AT-10 departs from dry hole site, running east.



Photo #EMM45-67  
Route AT-10  
UTM 0721029 4557876  
5/22/01

Route in typical condition.



Photo #EMM45-61

Route AT-10  
UTM 0730698 4564490  
5/22/01

Route AT-10 is much fainter here.  
There is no evidence of recent  
vehicle use beyond this point.



Photo #EMM45-66

Route AT-10  
UTM 0730657 4564463  
5/22/01

Old, long-reclaimed two track  
heads south from this point.



Photo #EMM45-62

Route AT-10  
UTM 0730895 4564434  
5/22/01

Route AT-10 is very faint as it  
crosses clay beds.



Photo #EMM45-63

Route AT-10  
UTM 0731158 4564603  
5/22/01

Jeep trail splits. North trail (at left) shows more wear.



Photo #EMM45-64

Route AT-10  
UTM 0731350 4564794  
5/22/01

North route ends atop rim near East Fork Point.



Photo #EMM45-65

Route AT-10  
UTM 0731236 4564558  
5/22/01

Eastern route peters out at this point.

## Route AT-11

Not constructed  
No maintenance  
6 feet wide  
4 wheel drive required  
No use

This spur route departs from AT-10 and ends at a nameless reservoir.



Photo #EMM45-58

Route AT-11  
UTM 0729481 4563994  
5/22/01

Very faint Route AT-11 (at right)  
departs from AT-10, running  
southeast.



Photo #EMM45-60

Route AT-11  
UTM 0729569 4563879  
5/22/01

Route in best condition.



Photo #EMM45-59

Route AT-11  
UTM 0729577 4563716  
5/22/01

Route ends above reservoir in natural water pocket. Reservoir holds water; water is pooled on both sides of dam.

#### Route AT-12

Not constructed.  
No maintenance.  
6 feet wide.  
4 wheel drive.  
Very light to no use.

This two-track route accesses No Name Reservoir and continues south before fading out. It lies entirely within Adobe Town WSA.



Photo #EMM37-99

Rt. AT-12  
UTM 0727536 4569041  
5/14/01

Route AT-12 departs from AT-4.  
It is very faint at this point.



Photo #EMM38-1

Route AT-12  
UTM 0727879 4568811  
5/15/01

No Name Reservoir. Constructed but not maintained; sound, holds water.



Photo #EMM38-2

Route AT-12  
UTM 0727879 4568811  
5/15/01

Route AT-12 continues south from junction with AT-13 above reservoir.



Photo #EMM38-4

Route AT-12  
UTM 0728154 4568311  
5/15/01

Route is very faint and well-reclaimed at this point.



Photo #EMM38-7

Route AT-12  
UTM 0728193 4568091  
5/15/01

Route ends beside chimney. View north along route.



Photo #EMM38-6

Route AT-12  
UTM 0728193 4568091  
5/15/01

End of route AT-12. View south.



Photo #EMM38-5

Route AT-12  
UTM 0728114 4568382  
5/15/01

Dry Hole--Husky Oil Co. 4-36-  
State. Plugged and abandoned  
10/29/75. No access route  
remains.

Route AT-13

Not constructed  
No maintenance  
6 feet wide  
4 wheel drive required  
Very light to no use

This dead-end spur runs east from No Name Reservoir. It falls entirely within Adobe Town WSA.



Photo #EMM38-3

Route AT-13  
UTM 0727879 4568811  
5/15/01

Route AT-13 runs southeast from junction above No Name Reservoir. It is well-reclaimed at this point.



Photo #EMM38-8

Route AT-13  
UTM 0728443 4568573  
5/22/01

Route in typical condition.



Photo #EMM38-9

Route AT-13  
UTM 0728808 4568545  
5/15/01

Seasonal pond to north of route.



Photo #EMM38-10

Route AT-13  
UTM 0728883 4568486  
5/15/01

Route is very faint here.



Photo #EMM38-12

Route AT-12  
UTM 0729229 4568540  
5/15/01

Route enters wash and disappears.  
View south.



Photo #EMM38-11

Route AT-13  
UTM 0729119 4568540  
5/15/01

Route AT-13 enters wash and disappears.

#### Route AT-14

Not constructed.  
No maintenance.  
6 feet wide.  
4 wheel drive.  
Very light to no use.

This two-track route runs east to the rims from the well pad at the end of AT-9. It lies entirely within Adobe Town WSA.



Photo #EMM45-32

Rt. AT-12  
UTM 0724516 4559250  
5/22/01

Jeep trail AT-14 runs east from well pad.



Photo #EMM45-33

Route AT-14  
UTM 0724887 4559266  
5/22/01

Jeep trail is less evident at this point.



Photo #EMM45-39

Route AT-14  
UTM 0724946 4559266  
5/22/01

Jeep trail is most primitive here.



Photo #EMM45-34

Route AT-14  
UTM 0725150 4558792  
5/15/01

Main track AT-14 is typical as it runs south from its junction with AT-14A.



Photo #EMM45-36

Route AT-14  
UTM 0725094 4558657  
5/22/01

Route AT-14 ends atop rocky  
knob.

#### Route AT-14A

Not constructed.  
No maintenance.  
6 feet wide.  
4 wheel drive.  
Very light to no use.

This two-track route branches north from AT-14 to end at the Skull Creek Rim.



Photo #EMM45-35

Rt. AT-14A  
UTM 0725150 4558792  
5/22/01

Trail to north has the character of  
a one-time-use track as it departs  
from AT-14.



Photo #EMM45-37

Route AT-14A  
UTM 0725317 4558953  
5/22/01

Route AT-14A ends at the rim.

#### Route AT-15

Not constructed.  
No maintenance.  
6 feet wide.  
4 wheel drive.  
Very light to no use.

This two-track route branches north from AT-14 to end at the Skull Creek Rim.



Photo #EMM45-17

Rt. AT-15  
UTM 0721695 4557864  
5/22/01

Route AT-15 (faint, at left)  
departs from AT-9.



Photo #EMM46-7

Route AT-15  
UTM 0720779 4555790  
5/23/01

Route is very faint as it passes through the Shell Creek bogs. There are no signs of use here.



Photo #EMM46-6  
Route AT-15  
UTM 0720846 4555576  
5/23/01

Route is in its best condition here.



Photo #EMM46-5

Route AT-14  
UTM 0720732 4554800  
5/23/01

Route AT-15 is only faintly visible as it departs from Route AT-16.

Route AT-15A

Not constructed  
No maintenance  
6 feet wide  
4 wheel drive required  
Very light to no use

This spur runs east from AT-15 to end at a hilltop.



Photo #EMM46-8

Route AT-15A  
UTM 0720922 4555790  
5/23/01

Route AT-15A departs from AT-15. The cairn visible in the upper center marks the end of this route.



Photo #EMM46-9

Route AT-15A  
UTM 0721352 4555352  
5/23/01

No Name Reservoir, entirely within Adobe Town WSA. It is constructed but not maintained, sound, and holds water. No access route runs to this reservoir.

Route AT-16

Originally constructed

Some maintenance with heavy equipment

15 feet wide

2 wheel drive as far as photopoint EMM45-10; 4 wheel drive required beyond this point.

Moderate use

This improved route is the primary access to the western side of the Adobe Town vicinity, and forms part of the southwest boundary for Adobe Town WSA.



Photo #EMM37-8

Route AT-16

UTM 0711104 4571752

5/14/01

Route AT-16 (at left) runs south-east from its junction with County Road 19.



Photo #EMM45-5

Route AT-16

UTM 0714784 4568118

5/22/01

View north along AT-16 from its junction with AT-1.



Photo #EMM45-8

Route AT-16  
UTM 0715763 4563825  
5/22/01

Route is in poor condition here  
due to wet-weather use.



Photo #EMM45-10

Route AT-16  
UTM 0716569 4561579  
5/22/01

Route is impassable due to large  
fracture across center of crown.  
Drive-around to the east is  
passable only to 4 wheel drive  
vehicles.



Photo #EMM45-13

Route AT-16  
UTM 0719935 4557918  
5/22/01

View south along AT-16 from its  
junction with AT-9.



Photo #EMM46-2

Route AT-16  
UTM 0719565 4557364  
5/23/01

View south along AT-16 from junction with cutoff to AT-9. This portion of route crosses an alkali bog, and is in very poor condition. Note buildings of Cow Creek Ranch in background.



Photo #EMM46-3

Route AT-16  
UTM 0719686 4556994  
5/22/01

Impasse in main route, with boggy drive-around that is seasonally impassable to all vehicles.



Photo #EMM46-10

Route AT-16  
UTM 0721449 4552410  
5/22/01

Natural wetland beside route.



Photo #EMM46-12

Route AT-16  
UTM 0721569 4552258  
5/23/01

View north along AT-16 from junction with AT-17. This point marks the southernmost point at which this route forms a boundary for Adobe Town WSA.



Photo #EMM56-10

Route AT-16  
UTM 0722556 4549284  
5/22/01

Impasse in main route, with boggy Reservoir just east of AT-16, constructed but not maintained, sound, holds water.



Photo #EMM47-105

Route AT-16  
UTM 0721449 4552410  
5/22/01

Typical view of AT-16 from junction with AT-40.

## Route AT-17

Not constructed

No maintenance

6 feet wide

4 wheel drive required

Very light to no use

This route no longer exists along much of its length.

This unimproved route offers access to several stock reservoirs, and forms the southern boundary of Adobe Town WSA.



Photo #EMM46-11

Route AT-17

UTM 0721569 4552258

5/23/01

Route AT-17 departs from boundary route AT-16. Note corral ruins at right.



Photo #EMM46-13

Route AT-17

UTM 0721731 4552293

5/23/01

Cutoff route from the south (at left) joins the main trail.



Photo #EMM46-14

Route AT-17  
UTM 0722034 4552372  
5/23/01

Route is very faint as it crosses clay badlands.



Photo #EMM46-15

Route AT-17  
UTM 0722270 4552392  
5/23/01

Miserable Reservoir, which lies within Adobe Town WSA. The reservoir was constructed but not maintained, and is sound with water present.



Photo #EMM46-16

Route AT-17  
UTM 0722270 4552392  
5/23/01

The one-time-use track to the top of the knob represents the original course of the route. It is now impassable with a drive-around to the north.



Photo #EMM46-17

Route AT-17  
UTM 0722270 4552392  
5/23/01

Drive-around route to the north of the trail has now become the principle travel route.



Photo #EMM46-19

Route AT-17  
UTM 0722593 4552833  
5/23/01

The main route is eroding badly here.



Photo #EMM46-20

Route AT-17  
UTM 0722876 4553126  
5/23/01

Route AT-17 is well-reclaimed at this spot.



Photo #EMM46-21

Route AT-17  
UTM 0723482 4553133  
5/23/01

Heavy erosion along former route AT-17 (at left). Junction with seismograph trail AT-38. All vehicle traffic now follows AT-38 (at right), with AT-17 totally abandoned beyond this point.



Photo #EMM46-24

Route AT-17  
UTM 0724611 4553171  
5/23/01

Boundary route AT-17 is impassable with no use here. View is west from Adobe Draw Reservoir. The route cannot be said to exist here.



Photo #EMM46-25

Route AT-17  
UTM 0724611 4553141  
5/23/01

View east from Adobe Draw Reservoir along route AT-17. This route no longer exists here.



Photo #EMM46-23

Route AT-17  
UTM 0724611 4553171  
5/23/01

Adobe Draw Reservoir. Constructed but not maintained, it still holds a little water, but the main wash has bypassed it.



Photo #EMM46-29

Route AT-17  
UTM 0727507 4553857  
5/23/01

Location of boundary route AT-17, which has been entirely erased by natural degradation and no longer exists. View west.



Photo #EMM46-30

Route AT-17  
UTM 0727507 4553857  
5/23/01

Location of boundary route AT-17, which has been entirely erased by natural degradation and no longer exists. View east.



Photo #EMM46-28

Route AT-17  
UTM 0727442 4554070  
5/23/01

Adobe Reservoir, just north of AT-17 and within Adobe Town WSA. Constructed but not maintained, this check dam no longer holds water.



Photo #EMM46-32

Route AT-17  
UTM 0729560 4553440  
5/23/01

Route AT-17 (at right) is joined by seismograph trail AT-38 (invisible, at left). There is no use on AT-17 at this point. All vehicle use is on AT-38.



Photo #EMM46-33

Route AT-17  
UTM 0729560 4553440  
5/23/01

View southeast along AT-17 from its junction with AT-38. This segment of the route receives very light use.



Photo #EMM46-34

Route AT-17  
UTM 0729961 4553041  
5/23/01

Impasse along original route at wash crossing. There is a primitive drive around to the west.



Photo #EMM46-42

Route AT-17  
UTM 0730952 4552359  
5/23/01

Route AT-17 running westbound from its junction with AT-18. End of route.

## Route AT-18

Constructed  
Not maintained  
15 feet wide  
4 wheel drive required along most of route  
Light to very light use

This improved route was used to access the Coastal Haystack #4 well, which was abandoned in 1996. The route has since been abandoned to the elements, and several impasses now block vehicle travel on its northern leg.



Photo #EMM47-10

Route AT-18  
UTM 0733507 4548004  
5/24/01

Route AT-18 departs northward from the Cherokee Trail Road, Route AT-50. It receives light use here.



Photo #EMM46-53

Route AT-18  
UTM 0732525 4552310  
5/23/01

View south on AT-18 from its junction with AT-52.



Photo #EMM46-55

Route AT-18  
UTM 0732525 4552310  
5/23/01

Route AT-18 runs west from its junction with AT-52.



Photo #EMM46-44

Route AT-18  
UTM 0730952 4552359  
5/23/01

View north on AT-18 from its junction with AT-17. Very light use from this point northward.



Photo #EMM46-42

Route AT-18  
UTM 0730952 4552359  
5/23/01

View east on AT-18 from its junction with AT-17.



Photo #EMM46-45

Route AT-18  
UTM 0730960 4552395  
5/23/01

Impasse with drive-around on AT-18.



Photo #EMM46-46

Route AT-18  
UTM 0731014 4553161  
5/23/01

Impasse (foreground) with steep drive-around (at left), view south-east.



Photo #EMM46-47

Route AT-18  
UTM 0731014 4553161  
5/23/01

View north on AT-18 from impasse. Route in best condition here.



Photo #EMM46-48

Route AT-18  
UTM 0731045 4554687  
5/23/01

Plants grow in old route bed at this point.



Photo #EMM46-49

Route AT-18  
UTM 0730996 4555974  
5/23/01

Route has been undercut by Skull Creek Wash at this point.  
Impasse.



Photo #EMM46-50

Route AT-18  
UTM 0730988 4556148  
5/23/01

Dry Hole--Coastal Haystack #4, plugged and abandoned 6/13/96.  
End of Route AT-18. Jeep trail AT-19 runs north from this point.

## Route AT-19

Not constructed

Not maintained

6 feet wide

4 wheel drive at either end, but impassable to all vehicles along most of its length.

No use between AT-18 and AT-57; very light use between AT-57 and AT-55.

Marked as “Jeep Trail” on the USGS Prehistoric Rim quad, Route AT-19 is largely impassable and can no longer be said to even exist along much of its length. It forms part of the southeastern boundary of Adobe Town WSA.



Photo #EMM46-51

Route AT-19

UTM 0730982 4556279

5/23/01

Route AT-19 departs from the end of AT-18. It show little evidence of use here.



Photo #EMM46-52

Route AT-19

UTM 0730943 4556488

5/23/01

Impasse -wash crossing with 3-foot walls. There is no drive-around to circumvent this obstacle, and there is no evidence of use on the far bank.



Photo #EMM46-108

Route AT-19  
UTM 0733020 4559854  
5/23/01

Westward progress on AT-19 is blocked by pond. There is no evidence of vehicle use on the far side, and the track is becoming revegetated.



Photo #EMM46-107

Route AT-18  
UTM 0733658 4560073  
5/23/01

Junction of AT-19 (at right) with AT-57. AT-20 departs northeast from this point.



Photo #EMM46-98

Route AT-18  
UTM 0733997 4560167  
5/23/01

View west on AT-19 from its junction with the eastern cutoff to AT-20.



Photo #EMM46-97

Route AT-19  
UTM 0734286 4560031  
5/22/01

Jeep trail AT-19 runs north from drilling pad at the end of AT-55. End of route.

#### Route AT-20

Not constructed.  
No maintenance.  
6 feet wide.  
4 wheel drive.  
Very light use.

This two-track route runs north from AT-19 to dead-end at Skull Creek Wash. It forms part of the south-eastern boundary of Adobe Town WSA.



Photo #EMM46-99

Rt. AT-20  
UTM 0733997 4560167  
5/23/01

Eastern cutoff to AT-20 runs north from Route AT-19.



Photo #EMM46-106

Route AT-20  
UTM 0733658 4560073  
5/23/01

Route AT-20 runs northeast from  
its junction with AT-19.



Photo #EMM46-100

Route AT-20  
UTM 0734276 4561523  
5/23/01

Route AT-20 is faintest at this  
point.



Photo #EMM46-104

Route AT-20  
UTM 0734277 4561821  
5/23/01

Route AT-20 in its best condition.



Photo #EMM46-101

Route AT-20  
UTM 0734913 4562696  
5/23/01

The reclaimed quality of the AT-20 shown in this view is typical for this segment of the route.



Photo #EMM46-103

Route AT-20  
UTM 0735150 4563307  
5/23/01

Although the USGS Prehistoric Rim quad map shows Route AT-20 running northwest along the highlands at this point, there is no evidence that a route ever existed here.



Photo #EMM46-102

Route AT-20  
UTM 0735383 4563737  
5/23/01

Route AT-20 ends as it enters Sand Creek Wash at this point.

## Route AT-21

Not constructed

Not maintained

6 feet wide

4 wheel drive as far as photopoint EMM41-31, but impassable beyond this point.

Very light use as far as EMM41-31.

Beyond EMM41-31, this route is fully reclaimed and no longer exists.

This jeep trail does not exist beyond Haystack Wash, and receives very light use along the rest of its length. It is becoming reclaimed through natural degradation. AT-21 forms part of the southeast boundary of Adobe Town WSA.



Photo #EMM40-77

Route AT-21

UTM 0740741 4571448

5/17/01

Route AT-21 (at right) splits away from AT-23. It shows little use here.



Photo #EMM41-25

Route AT-21

UTM 0740152 4570570

5/18/01

Route AT-21 is recovering nicely at this point; note vegetation growing in tracks.



Photo #EMM41-30

Route AT-21  
UTM 0738487 4569803  
5/18/01

Route AT-18 is faint here as it follows wash.



Photo #EMM41-31

Route AT-21  
UTM 0738074 4569501  
5/18/01

Route AT-21 is very faint here, with no sign of use.



Photo #EMM41-32

Route AT-21  
No UTM  
5/18/01

Route AT-21 ends utterly 20 yards west of EMM41-31.

## Route AT-22

Signs of original construction by blading  
Not maintained  
6 feet wide  
4 wheel drive  
Very light use.

This route was built to construct or access Blank Reservoir. It receives little use at present. It falls entirely within Adobe Town WSA.



Photo #EMM41-26

Route AT-22  
UTM 0739193 4570283  
5/18/01

Route AT-22 departs from route AT-21. Note WSA boundary marker.



Photo #EMM41-27

Route AT-22  
UTM 0739486 4570787  
5/18/01

Route is faint at this point; there is definite evidence of blading visible here.



Photo #EMM41-28

Route AT-22  
UTM 0739696 4571772  
5/18/01

Route in its best condition.



Photo #EMM41-29

Route AT-22  
UTM 0739740 4572963  
5/18/01

Route ends at Blank Reservoir,  
which is constructed but not main-  
tained, is sound, and holds water.

## Route AT-23

Originally constructed, then artificially reclaimed  
Not maintained  
6 feet wide tread plus 30-foot-wide revegetation strip  
4 wheel drive  
Light use.

This route was originally constructed, then reclaimed through harrowing and re-seeding. It currently exists as a two-track maintained solely by the passage of vehicles, superimposed over a revegetation strip. This route forms a major stretch of the east boundary of Adobetown WSA.



Photo #EMM40-47

Route AT-23  
UTM 0739354 4578089  
5/17/01

Route AT-23 departs southward from its junction with AT-27. There is evidence of past blading here.



Photo #EMM40-61

Route AT-23  
UTM 0739427 4577891  
5/17/01

Route is sloppy at this point, from wet-weather driving.



Photo #EMM40-62

Route AT-23  
UTM 0740335 4576689  
5/17/01

Typical view of route--a two-track worn in on top of an old revegetation strip..



Photo #EMM40-76

Route AT-23  
UTM 0741606 4574238  
5/17/01

This view is typical of this stretch of AT-23.



Photo #EMM40-77

Route AT-23  
UTM 0740741 4571448  
5/17/01

View of route AT-23 (at left) from its junction with AT-21.



Photo #EMM41-9

Route AT-23

UTM 0742672 4569356

5/18/01

Route AT-23 intersects newly-constructed route AT-63 (note evidence of construction in foreground). South end of route.

#### Route AT-24

Not constructed.

No maintenance.

No width.

Not driveable.

No use.

Does not exist.

Parts of this route are shown on the USGS Salazar Butte quad, while other portions not shown on the quad are shown on the BLM Kinney Rim 1:100,000-scale map. There is no evidence that this route ever existed on the ground.



Photo #EMM42-53

Rt. AT-24

UTM 0744768 4576208

5/20/01

View of location of AT-24 from Route AT-81. Nothing remains of any jeep trail that might once have been here.



Photo #EMM41-19

Route AT-24  
UTM 0741340 4574940  
5/18/01

Location of Route AT-24 at its junction with AT-23, as shown on Kinney Rim map. View east. There is no sign of any route diverging in this area.



Photo #EMM41-20

Route AT-23  
UTM 0741340 4574940  
5/18/01

Location of Route AT-24 at its junction with AT-23, as shown on Kinney Rim map. View west. There is no sign of any route diverging in this area.



Photo #EMM41-18

Route AT-23  
UTM 0740949 4572213  
5/17/01

Location of Route AT-24 at its southern junction with AT-23, as shown on Kinney Rim map. View west. There is no sign of any route diverging in this area.

## Route AT-25

Not constructed.  
Not maintained.  
6 feet wide.  
4 wheel drive.  
Very light to no use.

This route, the eastern leg of “Route I” on the BLM’s wilderness intensive inventory map, once served a reservoir that no longer holds water and has been abandoned. The route is inexorably being reclaimed by the forces of natural degradation.



Photo #EMM40-65

Route AT-25  
UTM 0740421 4576477  
5/17/01

Route AT-25 departs from AT-23,  
bound west. Note its faint and  
well-reclaimed nature.



Photo #EMM40-66

Route AT-25  
UTM 0740060 4576102  
5/17/01

Typical condition of Route  
AT-25.



Photo #EMM40-67

Route AT-25  
UTM 0739838 4575825  
5/17/01

Route is rather faint in this area.



Photo #EMM40-68

Route AT-25  
UTM 0739260 4575371  
5/17/01

This view is typical of this stretch  
of AT-25.



Photo #EMM40-75

Route AT-25  
UTM 0739040 4575289  
5/17/01

Oil exploration debris 75m north  
of Route AT-25.



Photo #EMM40-69

Route AT-25  
UTM 0738672 4574703  
5/17/01

Route is essentially nonexistent here. View east.



Photo #EMM40-70

Route AT-25  
UTM 0738672 4574703  
5/17/01

Route is essentially nonexistent here. View west.



Photo #EMM40-71

Route AT-25  
UTM 0738405 4574563  
5/17/01

This view is typical of this stretch of route.



Photo #EMM40-72

Route AT-25

UTM 0738114 4574401

5/17/01

Route fades out here, and no longer exists southbound. Note fence posts--possible wild horse trap?



Photo #EMM40-74

Route AT-25

UTM 0738118 4573638

5/17/01

Reservoir--breached and dry. Constructed but not maintained. Access route to reservoir has been obliterated.

Route AT-25A  
Not constructed.  
Not maintained.  
No width.  
Not driveable.  
No use.  
This route does not exist.

Shown on the USGS Barrel Springs SW quad, this route linking AT-25 and AT-26 is not currently apparent, and may in fact never have existed. It is part of a route identified as route "I" in the BLM intensive inventory.



Photo #EMM40-73

Route AT-25A  
UTM 0738114 4574401  
5/17/01

Location of route AT-25A, which cannot be seen, at its departure from AT-25.



Photo #EMM40-60  
Route AT-25A  
UTM 0737589 4574637  
5/17/01

Location of Route AT-25A at its departure from AT-26. There is no route here.

## Route AT-26

Not constructed.  
Not maintained.  
6 feet wide.  
4 wheel drive.  
Very light use.

This route is the northern leg of route "T" identified in the BLM's wilderness intensive inventory. Its location is mapped incorrectly on the USGS Barrel Springs SW quad.



Photo #EMM40-53

Route AT-26  
UTM 0737329 4577579  
5/17/01

Departure of Route AT-26 from  
Route AT-27. Note very faint and  
reclaimed nature of route.



Photo #EMM40-55  
Route AT-26  
UTM 0737604 4576282  
5/17/01

Route is in good condition here.  
View of drive-around. Original,  
eroded route is visible at far right.



Photo #EMM40-54

Route AT-26  
UTM 0737604 4576282  
5/17/01

Route is in poor condition here.



Photo #EMM40-56

Route AT-26  
UTM 077610 4575809  
5/17/01

Abandoned two-track runs southwest. Very faint, perhaps a one-time-use track.



Photo #EMM40-57

Route AT-26  
UTM 0737593 4575308  
5/17/01

Typical view of route AT-26. This is the point where the route shown on the Barrel Springs SW quad would have joined. There is no evidence of its existence here.



Photo #EMM40-58

Route AT-26  
UTM 0737296 4574396  
5/17/01

Typical of route beyond intersec-  
tion of non-route AT-26.



Photo #EMM40-59

Route AT-26  
UTM 0737173 4574245  
5/17/01

Route AT-26 dead-ends atop  
knob.

## Route AT-27

Originally constructed.

Not maintained west of AT-86. Possible maintenance east of this junction.

15 feet wide.

4 wheel drive.

Light to no use.

This route was built to access a drilling pad where no well was ever completed. It was artificially reclaimed south of its junction with AT-30. There are a number of spots where severe erosion has necessitated drive-arounds. This route forms part of the northeast boundary of Adobe Town WSA.



Photo #EMM40-8

Route AT-27

UTM 0741045 4578482

5/17/01

Route AT-27 runs west from AT-85. There are signs of maintenance along this stretch.



Photo #EMM40-17

Route AT-27

UTM 0740178 4578214

5/17/01

Route is sloppy with erosion at hill climb.



Photo #EMM40-17

Route AT-27  
UTM 0740178 4578214  
5/17/01

Route eroded and messy at hill  
climb.



Photo #EMM40-18

Route AT-27  
UTM 0740059 4578212  
5/17/01

Jeep trail departs southward from  
AT-27.



Photo #EMM40-19

Route AT-27  
UTM 0739893 4578249  
5/17/01

Jeep trail departs AT-27 to south.



Photo #EMM40-46

Route AT-27  
UTM 0739354 4578099  
5/17/01

View west on AT-27 from junction with AT-23. Note plants encroaching at edges of route crown.



Photo #EMM40-48

Route AT-27  
UTM 0738631 4577679  
5/17/01

Severe erosion. Route changes temporarily to a two-track here, with no signs of construction.



Photo #EMM40-49

Route AT-27  
UTM 0738366 4577556  
5/17/01

Wash crossing. A patch of constructed route can be seen ahead.



Photo #EMM40-46

Route AT-27  
UTM 0739354 4578099  
5/17/01

View west on AT-27 from junction with AT-23. Note plants encroaching at edges of route crown.



Photo #EMM40-50

Route AT-27  
UTM 0737329 4577579  
5/17/01

Large crevasse crossing route.



Photo #EMM44-7

Route AT-27  
UTM 0736396 4577570  
5/21/01

View east on AT-27 from its junction with AT-30. Vegetation encroaching on route bed.



Photo #EMM44-10

Route AT-27  
UTM 0736396 4557570  
5/21/01

View southwest along AT-27  
from its junction with AT-30.



Photo #EMM44-11

Route AT-27  
UTM 0736265 4577347  
5/21/01

View typical of this segment--a  
faint two-track superimposed over  
a revegetation strip.



Photo #EMM44-12

Route AT-27  
UTM 0736210 4576404  
5/21/01

Drill pad, revegetated, no pipe to  
indicate plugged well.

Route AT-28

Possible construction through blading.  
Not maintained.  
6 feet wide.  
4 wheel drive.  
No use.  
This route no longer exists.

This route originally accessed Sand Branch Reservoir. The reservoir, now abandoned and dry, still exists but the access route has been reclaimed to the point where it is no longer possible to locate. This route was cataloged as route "Z" in the BLM's wilderness intensive inventory.



Photo #EMM43-49

Route AT-28  
UTM 0732249 4574713  
5/20/01

Very faint route departs northward from AT-4 (foreground), taking the form of a one-time-use track.



Photo #EMM43-57  
Route AT-28  
UTM0732142 4574774  
5/21/01

One-time-use track ends. View southeast.



Photo #EMM43-58

Route AT-28  
UTM 0732142 4574774  
5/21/01

View northwest from end of one-time-use track along original course of AT-28. It no longer exists.



Photo #EMM43-60

Route AT-28  
UTM 0731869 4575739  
5/21/01

View south along disappeared jeep trail AT-28 from reservoir.



Photo #EMM43-59

Route AT-28  
UTM 0731869 4575739  
5/21/01

Dam of Sand Branch Reservoir. Constructed but not maintained, it is breached at its west end and no longer holds water.

Route AT-29

Not constructed.  
Not maintained.  
6 feet wide.  
4 wheel drive.  
Very light use.

This dead-end jeep trail was not noted in the BLM's wilderness intensive inventory, but falls within Adobe Town WSA.



Photo #EMM43-50

Route AT-29  
UTM 0731822 4574398  
5/20/01

Route AT-29 (right distance)  
splits away from AT-4.



Photo #EMM43-51  
Route AT-29  
UTM 0731413 4574354  
5/21/01

View of route in typical condition.



Photo #EMM43-52

Route AT-29  
UTM 0730810 4574111  
5/20/01

Route AT-29 enters broad clay flats at the base of buttes and disappears.

#### Route AT-30

Not constructed.  
No maintenance.  
6 feet wide.  
4 wheel drive required.  
Light to very light use.

This is the Manuel Gap jeep trail, which is numbered BLM 4411. It is very rough route, with several major impasses that require drive-arounds.



Photo #EMM44-8

Rt. AT-30  
UTM 0736396 4577570  
5/21/01

Route AT-30 (at right) runs west from its junction with AT-27.



Photo #EMM44-3

Route AT-30  
UTM 0735479 4576895  
5/21/01

Impasse at wash crossing--long  
drive-around to north. View east.



Photo #EMM44-13

Route AT-30  
UTM 0736101 4577548  
5/21/01

Unused two-track to west--con-  
nects to drive-around.



Photo #EMM44-14

Route AT-30  
UTM 0735736 4577556  
5/21/01

View south along portion of  
drive-around bypass. Note diver-  
gent routes.



Photo #EMM44-15

Route AT-30  
UTM 0735736 4577556  
5/21/01

View north on old bypass--no use, route ends. There is no longer an upstream wash crossing in this area.



Photo #EMM44-6

Route AT-30  
UTM 0735674 4577184  
5/21/01

Current wash crossing of drive-around. Very rough.



Photo #EMM44-4

Route AT-30  
UTM 0735676 4577575  
5/21/01

View south from the end of abandoned northern bypass route--there is no longer a wash crossing this far north.



Photo #EMM43-47

Route AT-30  
UTM 0733865 4575725  
5/20/01

View east along AT-30 from its  
junction with AT-4.



Photo #EMM43-46

Route AT-30  
UTM 0733865 4575725  
5/20/01

View north along AT-30 from its  
junction with AT-4.



Photo #EMM43-45

Route AT-30  
UTM 0732624 4577047  
5/20/01

Route gullied 2 ½ feet deep.



Photo #EMM43-44

Route AT-30  
UTM 0732046 4577715  
5/20/01

Multiple trailing. Original route is gullied 3 feet deep here.



Photo #EMM43-43

Route AT-30  
UTM 0728864 4579009  
5/20/01

Wash erosion has undermined the route at this point.



Photo #EMM43-41

Route AT-30  
UTM 0728665 4578965  
5/20/01

Route AT-30 runs east from its junction with AT-30A



Photo #EMM43-31

Route AT-30  
UTM 0727156 4578198  
5/20/01

Route is least road-like here.



Photo #EMM43-15

Route AT-30  
UTM 0725705 4578150  
5/20/01

Old rusty sign, perhaps marking private land boundary. No writing is visible.



Photo #EMM43-13

Route AT-30  
UTM 0723697 4579159  
5/20/01

Two foot rise on one wheel track--almost impassable.



Photo #EMM43-11

Route AT-30  
UTM 0723165 4579670  
5/20/01

Original route is deeply eroded  
and impassable. Drive-around.



Photo #EMM43-14

Route AT-30  
UTM 0724574 4578453  
5/20/01

Route is rough and rocky on east-  
ern descent from Manuel Gap.



Photo #EMM43-9

Route AT-30  
UTM 0721967 4581472  
5/20/01

Route AT-30 runs southeast from  
its junction with AT-108.



Photo #EMM43-6

Route AT-30  
UTM 0722000 4851607  
5/20/01

Route AT-30 runs south from its junction with AT-107.



Photo #EMM43-2

Route AT-30  
UTM 0721539 4581806  
5/20/01

Route AT-30 runs south from its junction with old oil pad route. End of all signs of past construction and maintenance; southeast of this point, the route is a way maintained by the passage of vehicles.



Photo #EMM43-1

Route AT-30  
UTM 0721539 4581806  
5/20/01

Old oil pad access route (at left) departs AT-30 to the east.



Photo #EMM43-3

Route AT-30  
UTM 07216814581769  
5/20/01

Dry hole, Amoco Champlin 535  
A#1.



Photo #EMM43-2

Route AT-30  
UTM 0721539 4581806  
5/20/01

Route AT-30 runs south from its  
junction with old oil pad route.  
End of all signs of past construc-  
tion and maintenance; southeast of  
this point, the route is a way main-  
tained by the passage of vehicles.



Photo #EMM38-50

Route AT-30  
UTM 0721448 4582121  
5/20/01

AT-30 running south from its  
junction with AT-96 and AT-106.  
The route is accompanied by a  
50-foot revegetation strip at this  
point.



Photo #EMM38-46

Route AT-30

UTM 0720928 4582524

5/15/01

Messy wash crossing on AT-30.



Photo #EMM38-45

Route AT-30

UTM 0721539 4581806

5/15/01

Beginning of AT-30, departing  
from AT-110.

## Route AT-30A

Not constructed.  
Not maintained.  
6 feet wide.  
4 wheel drive.  
Very light use.

This short, dead-end route accesses a camp spot in a blind canyon.



Photo #EMM43-40

Route AT-30A  
UTM 0728665 4578965  
5/20/01

Route AT-30A departs from  
AT-30.



Photo #EMM43-42

Route AT-30A  
UTM 0728459 4579020  
5/20/01

Route ends at camp spot, becomes  
a wild horse trail.

## Route AT-31

Not constructed  
No maintenance  
6 feet wide  
4 wheel drive required  
No use

This jeep trail runs south from boundary route AT-30, becoming a dead end after about 3 miles. It is identified as route "V" in the BLM's wilderness intensive inventory.



Photo #EMM43-32

Route AT-31  
UTM 0728644 4578451  
5/20/01

Route AT-31 (right center)  
Departs southward from its  
junction with AT-30. Note grasses  
growing abundantly in wheel  
tracks.



Photo #EMM43-33

Route AT-31  
UTM 0728995 4578224  
5/20/01

Route in typical condition.



Photo #EMM43-34

Route AT-31  
UTM 0729331 4577471  
5/20/01

Route is virtually invisible at this point.



Photo #EMM43-35

Route AT-31  
UTM 0729076 4576592  
5/20/01

Route is very faint, and appears only as a clearing in the sagebrush.



Photo #EMM43-39

Route AT-31  
UTM 0729107 4575919  
5/20/01

Route in its most well-worn condition.



Photo #EMM43-37

Route AT-31  
UTM 0729310 4575308  
5/20/01

All traces of Route AT-31  
disappear at this point. End of  
route.

#### Route AT-31A

Not constructed.  
No maintenance.  
Does not exist.  
No use.

This route is shown as a primitive road on the USGS Manuel Gap quad, but there is no evidence of its existence on the ground.



Photo #EMM43-38

Rt. AT-31A  
UTM 0729107 4575919  
5/20/01

Photograph of departure point of  
AT-31A from AT-31. There is no  
sign of a vehicle route at this  
point.

Route AT-32

Not constructed  
No maintenance  
6 feet wide  
4 wheel drive required  
No use

This jeep trail runs south from boundary route AT-30, becoming a dead end after about 3 miles. It is becoming reclaimed through natural degradation.



Photo #EMM43-19

Route AT-32  
UTM 0725996 4578150  
5/20/01

Route AT-32 departs southward  
from its junction with AT-30.  
Note the lack of vehicle use.



Photo #EMM43-20

Route AT-32  
UTM 0725888 4577405  
5/20/01

Route in typical condition.



Photo #EMM43-21

Route AT-32  
UTM 0725545 4576773  
5/20/01

Route is well-reclaimed at this point. Note vegetation growing throughout route bed.



Photo #EMM43-23

Route AT-32  
UTM 0725326 4575341  
5/20/01

View east along AT-32 from its junction with the dead-end spur AT-33.



Photo #EMM43-28

Route AT-32  
UTM 0725839 4575212  
5/20/01

Route is well-reclaimed at this point.



Photo #EMM43-29

Route AT-32  
UTM 0726627 4574501  
5/20/01

Route ends as a vehicle way and becomes a single-track wild horse trail at this point.

#### Route AT-32A

Not constructed.  
No maintenance.  
Does not exist.  
No use.

This route is shown as a primitive road on the USGS Manuel Gap quad, but there is no evidence of its existence on the ground.



Photo #EMM43-30

Rt. AT-32A  
UTM 0726400 4574756  
5/20/01

Photograph of departure point of AT-32A from AT-32. There is no sign of a vehicle route at this point.

## Route AT-33

Not constructed  
No maintenance  
6 feet wide  
4 wheel drive required  
No use

This jeep trail runs west from route AT-31, becoming a dead end after about 1 mile. It is becoming reclaimed through natural degradation.



Photo #EMM43-22

Route AT-33  
UTM 0725326 4575341  
5/20/01

Route AT-33 departs westward  
from its junction with AT-32.  
Note the lack of vehicle use.



Photo #EMM43-24

Route AT-33  
UTM 0724864 4575121  
5/20/01

Route in typical condition.



Photo #EMM43-25

Route AT-33  
UTM 0724802 4575126  
5/20/01

Original route runs due west from this point.



Photo #EMM43-26

Route AT-33  
UTM 0724802 4575126  
5/20/01

Newer route runs slightly north of original route. Still shows no use.



Photo #EMM43-27

Route AT-33  
UTM 0724528 4575133  
5/20/01

End of route, slightly west of location as mapped.

## Route AT-31

Not constructed  
No maintenance  
6 feet wide  
4 wheel drive required  
No use

This jeep trail runs along the crest of the Adobe Town Rim. It forms much of the western boundary of Adobe Town WSA, and is paralleled along most of its length by a natural gas pipeline.



Photo #EMM37-54

Route AT-34  
UTM 0718116 4575830  
5/14/01

Route AT-34 departs southeastward from its junction with AT-108.



Photo #EMM37-56

Route AT-31  
UTM 0718734 4574648  
5/14/01

Route crosses pipeline. View north.



Photo #EMM37-57

Route AT-34  
UTM 0718734 4574648  
5/14/01

View south along pipeline right-of-way from its first crossing of AT-34.



Photo #EMM37-58

Route AT-34  
UTM 0718866 4574337  
5/14/01

Route AT-34 is very faint here.



Photo #EMM37-59

Route AT-34  
UTM 0719030 4572567  
5/14/01

View typical of rim route.



Photo #EMM37-60

Route AT-34  
UTM 0718463 4571899  
5/14/01

Pipeline approaches boundary  
route. View north.



Photo #EMM37-61

Route AT-34  
UTM 0718463 4571899  
5/14/01

View south from pipeline  
intersection. Pipeline now follows  
route southward for some  
distance.



Photo #EMM37-62

Route AT-34  
No UTM  
5/14/01

Pipeline departs from boundary  
route, bound southward.



Photo #EMM37-63

Route AT-34  
UTM 0718941 4570437  
5/14/01

Multiple trailing along boundary route.



Photo #EMM37-64

Route AT-34  
UTM 0719343 4569721  
5/14/01

Route is very poorly defined at this point.



Photo #EMM37-65

Route AT-34  
UTM 0719792 4569287  
5/14/01

Route displays double-trailing here, and deep erosion in original bed (at right).



Photo #EMM37-66

Route AT-34  
UTM 0719825 4569253  
5/14/01

Route splits. Abandoned route at left follows rims, while route at right is more well-beaten, bearing south for well pad.



Photo #EMM37-67

Route AT-34  
UTM 0719789 4568819  
5/14/01

View north from junction of AT-34 with the improved gravel route AT-1.



Photo #EMM37-69

Route AT-34  
UTM 0719789 4568819  
5/14/01

Jeep trail AT-34 runs south from its junction with AT-1.



Photo #EMM38-37

Route AT-34  
UTM 0719700 4568610  
5/15/01

Route splits at pipeline crossing,  
rejoining a short distance later.



Photo #EMM38-38

Route AT-34  
UTM 0719414 4568146  
5/15/01

Route is in poor shape here. Note  
pipeline crossing.



Photo #EMM38-39

Route AT-34  
UTM 0719621 4566785  
5/15/01

Route is being overtaken by grass  
at this point.



Photo #EMM38-40

Route AT-34  
UTM 0719363 4565650  
5/15/01

This view is typical of this segment of AT-34.



Photo #EMM38-41

Route AT-34  
UTM 0718908 4564086  
5/15/01

Route and pipeline run in tandem at this point. Both impacts are very light.



Photo #EMM38-42

Route AT-34  
UTM 0718520 4563667  
5/15/01

Route is deeply gullied here. The pipeline now bends away to the south.



Photo #EMM38-43

Route AT-34

UTM 0718285 4563512

5/15/01

Fence--route approaches private land. End of inventory data for this route.

#### Fence AT-35

Constructed.

Some maintenance.

6 inches wide, 4 feet high.

Not driveable.

In use in some places, but unmaintained and without wire for long stretches..

This fence appears to divide several grazing allotments. For long stretches east of Route AT-16, the fence wire is down, allowing passage of livestock and wildlife. The fence ends atop Skull Rim. The easternmost end of the fence, which is in good repair, falls within Adobe Town WSA.



Photo #EMM45-7

Rt. AT-35

UTM 0715622 4564231

5/22/01

Fence crosses route AT-16 with cattleguard in place.



Photo #EMM38-43

Route AT-35  
UTM 0718285 4563512  
5/15/01

Fence crosses Route AT-34 with gate.



Photo #EMM45-88

Route AT-35  
UTM 0712501 4562079  
5/22/01

Fence crosses Route AT-5. The wire is down here. View north-west.



Photo #EMM45-89

Route AT-35  
UTM 0712501 4562079  
5/22/01

Fence crosses Route AT-5. The wire is down here. View south-east.



Photo #EMM45-77

Route AT-35  
UTM 0723031 4561356  
5/22/01

View west along fence at gate crossing of AT-7. There is no gate present. The fence is down at this locale. Note rusting barrel.



Photo #EMM45-78

Route AT-35  
UTM 0723031 4561356  
5/22/01

View east along fence at gate crossing of AT-7. There is no gate present. The fence is down at this locale.



Photo #EMM45-70

Route AT-35  
UTM 0726478 4563708  
5/22/01

View southwest along fenceline from eastern junction with AT-7. The wire is down here.

Route AT-36

Constructed  
No maintenance  
Right of way 25 feet wide; intensive disturbance 3 feet wide  
Not driveable  
Appears to be in active use.

This pipeline parallels much of the western boundary of Adobe Town WSA.



Photo #EMM45-30

Route AT-36  
UTM 0724372 4559294  
5/22/01

This natural gas well is the southern terminus of pipeline AT-36.



Photo #EMM45-27

Route AT-36  
UTM 0723480 4558780  
5/22/01

View south along pipeling from its junction with AT-9. Note sub-station.



Photo #EMM43-21

Route AT-32  
UTM 0725545 4576773  
5/20/01

Route is well-reclaimed at this point. Note vegetation growing throughout route bed.



Photo #EMM43-23

Route AT-32  
UTM 0725326 4575341  
5/20/01

View east along AT-32 from its junction with the dead-end spur AT-33.



Photo #EMM43-28

Route AT-32  
UTM 0725839 4575212  
5/20/01

Route is well-reclaimed at this point.



Photo #EMM45-87

Route AT-36  
UTM 0721487 4562063  
5/22/01

Pipeline crosses AT-5. View southeast.



Photo #EMM45-86

Route AT-36  
UTM 0721487 4562063  
5/22/01

Pipeline crosses AT-5. View northwest.



Photo #EMM38-41

Route AT-36  
UTM 0718908 4564086  
5/15/01

Pipeline running in tandem with Route AT-34. Both impacts are very faint.



Photo #EMM37-60

Route AT-36  
UTM 0718463 4571899  
5/14/01

Pipeline swings away from  
AT-34. View north.



Photo #EMM37-57

Route AT-36  
UTM 0718734 4574648  
5/14/01

Pipeline (at right) crosses AT-34.  
View south.



Photo #EMM37-56

Route AT-36  
UTM 0718734 4574648  
5/14/01

Pipeline (at center) crosses  
AT-34. View north.

Route AT-37

Not constructed  
No maintenance  
6 feet wide  
4 wheel drive required  
Very light use

This jeep trail runs northwest from the well site at the end of AT-9 and dead-ends.



Photo #EMM45-40

Route AT-37  
UTM 0724343 4559341  
5/22/01

Route AT-37 departs from well pad at the end of Route AT-9.



Photo #EMM45-41

Route AT-37  
UTM 0724352 4559562  
5/22/01

Route fades out behind low hill.

Route AT-37

Possibly bladed at some point in the past.

No maintenance

6 feet wide

4 wheel drive required

Very light use

This old seismograph trail parallels the abandoned WSA boundary route AT-17, and what little vehicle traffic this area gets follows this route. It is almost entirely reclaimed.



Photo #EMM46-21

Route AT-38

UTM 0723482 4553133

5/23/01

Route AT-37 (at right) splits away from AT-17.



Photo #EMM46-22

Route AT-38

UTM 0724355 4553133

5/22/01

Seismograph trail continues east; signs of blading. Typical of route.

Route AT-37

Possibly bladed at some point in the past.

No maintenance

6 feet wide

4 wheel drive required

Very light use

This old seismograph trail parallels the abandoned WSA boundary route AT-17, and what little vehicle traffic this area gets follows this route. It is almost entirely reclaimed.



Photo #EMM46-21

Route AT-38

UTM 0723482 4553133

5/23/01

Route AT-37 (at right) splits away from AT-17.



Photo #EMM46-22

Route AT-38

UTM 0724355 4553133

5/22/01

Seismograph trail continues east; signs of blading. Typical of route.



Photo #EMM46-26

Route AT-38  
UTM 0726034 4553141  
5/23/01

Seismograph trail reaches  
impasse--drive-around to the  
north. Sage grouse sighted here.



Photo #EMM46-27

Route AT-38  
UTM 0726296 4553147  
5/23/01

Seismograph trail is very faint as  
it crosses playa.



Photo #EMM46-31

Route AT-38  
UTM 0728824 4553236  
5/23/01

Route is very faint as it crosses  
grasslands.



Photo #EMM46-32

Route AT-38  
UTM 0729560 4553440  
5/23/01

Route AT-38 (invisible, at left)  
joins AT-17.

#### Route AT-39

Not constructed.  
No maintenance.  
6 to 8 feet wide.  
4 wheel drive required.  
Very light use.

This jeep trail may once have accessed Last Reservoir, but now is merely a dead-end.



Photo #EMM46-37

Rt. AT-39  
UTM 0730661 4552425  
5/23/01

Jeep trail departs westward from  
AT-17.



Photo #EMM47-89

Route AT-40  
UTM 0723425 4548416  
5/24/01

Route is fully reclaimed here.



Photo #EMM47-87

Route AT-40  
UTM 0724617 4548129  
5/24/01

A lost segment of AT-40 (at center on hill), as seen from Route AT-16.



Photo #EMM47-86

Route AT-40  
UTM 0724839 4548068  
5/24/01

Another lost segment of AT-40, well-defined on hill climb.

## Route AT-41

Signs of blading and cut-and-fill to the north of Powder Rim, otherwise no construction..  
Recent blading along steep stretches; otherwise no maintenance.  
6 feet wide.  
4 wheel drive required.  
Very light use.

This old seismograph trail has been improved recently probably in association with new exploration activity. It serves no purpose beyond seismograph testing.



Photo #EMM47-80

Route AT-41  
UTM 0726579 4547146  
5/24/01

Route AT-41 runs north from its  
junction with AT-44.



Photo #EMM47-75

Route AT-41  
UTM 0726571 4547225  
5/24/01

View north on seismograph trail  
from unused northern cutoff of  
AT-44.



Photo #EMM47-71

Route AT-41  
UTM 0726444 4548064  
5/24/01

Route is typical here--note abundant grass between tracks.



Photo #EMM47-64

Route AT-41  
UTM 0726326 4548358  
5/24/01

View south from ridgetop junction with AT-42.



Photo #EMM47-65

Route AT-41  
UTM 0726326 4548358  
5/24/01

View north from ridgetop junction with AT-42.



Photo #EMM47-67

Route AT-41  
UTM 0726282 4549141  
5/24/01

Exemplary of the recent blading  
along this stretch.



Photo #EMM47-68

Route AT-41  
UTM 0726379 4549600  
5/24/01

Route is very faint as it  
approaches badlands.



Photo #EMM47-70

Route AT-41  
UTM 0726320 4549678  
5/24/01

One of several appallingly steep  
sections on this route.



Photo #EMM47-69

Route AT-41

UTM 0726557 4450288

5/24/01

Route AT-41 fades to a one-time-use track in the flats.

#### Route AT-42

Not constructed.

No maintenance.

6 feet wide.

4 wheel drive required.

Very light use.

This jeep trail follows the top of the Powder Rim for about one mile.



Photo #EMM47-43

Rt. AT-42

UTM 0728982 4547938

5/24/01

Route AT-42 runs west from its junction with AT-46



Photo #EMM47-49

Route AT-42  
UTM 0727858 4547916  
5/24/01

Fence crosses route, has gate provided.



Photo #EMM47-53

Route AT-42  
UTM 0727679 4547991  
5/24/01

View east from junction with AT-45.



Photo #EMM47-51

Route AT-42  
UTM 0727679 4547991  
5/24/01

View west from junction with AT-45.



Photo #EMM47-66

Route AT-42

UTM 0726326 4548358

5/24/01

View east on AT-42 from its junction with AT-41. End of route.

#### Route AT-42A

Not constructed.

No maintenance.

6 feet wide.

4 wheel drive required.

No use.

This short, abandoned jeep trail links AT-44 with AT-42. It may be a portion of an old seismograph trail.



Photo #EMM47-77

Rt. AT-42A

UTM 0728982 4547938

5/24/01

Old seismograph trail runs north from AT-44. It is fully reclaimed here.



Photo #EMM47-61

Route AT-42A  
UTM 0726998 4548254  
5/24/01

Route AT-42A (at left) joins  
AT-42.

#### Fence AT-43

Constructed.  
Maintained.  
6 inches wide, 4 feet high.  
Not driveable.  
In use.

This newly built fence is paralleled by a very faint, reclaimed two-track that probably originated with the construction of the fence.



Photo #EMM47-83  
Rt. AT-43  
UTM 0725737 4547556  
5/24/01

View east along fence from  
AT-16. There is a cattleguard  
crossing on this latter road. The  
fence access route has been bisect-  
ed by the fence here.



Photo #EMM47-72

Route AT-43  
UTM 0726519 4547574  
5/24/01

View west along fence from gated crossing of AT-41. Note old access two-track.



Photo #EMM47-49

Route AT-43  
UTM 0727858 4547916  
5/24/01

Gate at fence crossing of AT-42.



Photo #EMM47-50

Route AT-43  
UTM 0727858 4547916  
5/24/01

View southwest along fence from its junction with AT-42.



Photo #EMM47-47

Route AT-43  
UTM 0727955 4548188  
5/24/01

Fence enters Adobe Reservoir.  
Note half-submerged gate. Fence  
ends on steep hillside just east of  
reservoir, visible ahead.

#### Route AT-44

Not constructed.  
No maintenance.  
6 feet wide.  
4 wheel drive required.  
Light use.

This route, although not constructed or maintained, does receive regular use and it serves as the south boundary for the proposed expansion of Adobe Town WSA.



Photo #EMM47-14  
Rt. AT-44  
UTM 0732376 4547225  
5/24/01

Route AT-44 (upper right) departs  
northwst from the Cherokee Trail  
Road, AT-50.



Photo #EMM47-18

Route AT-44  
UTM 0731574 4547617  
5/24/01

View east along AT-44 from its junction with the camping spur AT-44A.



Photo #EMM47-22

Route AT-44  
UTM 0730371 4547917  
5/24/01

View east on AT-44 from its junction with AT-48.



Photo #EMM47-24

Route AT-44  
UTM 0730371 4547917  
5/24/01

View west on AT-44 from its junction with AT-48.



Photo #EMM47-27

Route AT-44  
UTM 0729713 4547710  
5/24/01

View west along AT-44 from its  
junction with AT-47.



Photo #EMM47-32

Route AT-44  
UTM 0729312 4547646  
5/24/01

Old segment of AT-44 is  
abandoned; current route is just  
south.



Photo #EMM47-33

Route AT-44  
UTM 0729312 4547646  
5/24/01

View south on AT-44 from its  
junction abandoned route  
segment.



Photo #EMM47-34

Route AT-44  
UTM 0729276 4547568  
5/24/01

AT-44 runs west from its junction  
with abandoned route.



Photo #EMM47-35

Route AT-44  
UTM 0729072 4547549  
5/24/01

Old, unused, reclaimed route (at  
right) splits away from AT-44.



Photo #EMM47-36

Route AT-44  
UTM 0728803 4547484  
5/24/01

Main route is rejoined by aban-  
doned segment (seen here).



Photo #EMM47-38

Route AT-44  
UTM 0728322 4547351  
5/24/01

AT-44 runs east from its junction  
with AT-46.



Photo #EMM47-39

Route AT-44  
UTM 0728322 4547351  
5/24/01

AT-44 runs west from its junction  
with AT-46.



Photo #EMM47-79

Route AT-44  
UTM 0727311 4547135  
5/24/01

Route AT-44 is joined by route to  
Upper Powder Spring (at right,  
very light use). Hen sage grouse  
with chicks sighted at this  
junction.



Photo #EMM47-76

Route AT-44  
UTM 0726830 4547154  
5/24/01

Route AT-44 splits, with the north track (at right) receiving very light use and the south track getting most of the vehicle traffic..



Photo #EMM47-81

Route AT-44  
UTM 0726288 4547141  
5/24/01

Main (south) branch of AT-44 ends at junction with AT-16.



Photo #EMM47-73

Route AT-44  
UTM 0726571 4547225  
5/24/01

Lesser (north) leg of AT-44 at junction with AT-41, view east.



Photo #EMM47-74

Route AT-44

UTM 0726571 4547225

5/24/01

Lesser (north) leg of AT-44 running west from its junction with AT-41.



Photo #EMM47-83A

Route AT-44

UTM 0726111 4547272

5/24/01

North leg of AT-44 joins improved gravel road AT-16, with no vehicle use evident at this point.

Route AT-44A

Not constructed.  
No maintenance.  
6 feet wide.  
4 wheel drive required.  
Very light use.

This short spur route accesses a campsite just north of AT-44.



Photo #EMM47-17

Route AT-44A  
UTM 0731574 4547617  
5/24/01

Route AT-44A departs northward  
from AT-44.



Photo #EMM47-19

Route AT-44A  
UTM 0731477 4547917  
5/24/01

Route ends at camp spot. View  
south.



Photo #EMM47-20

Route AT-44A  
UTM 0731549 4547685  
5/24/01

Illegal one-time-use tracks, 6-25 feet wide, running east from AT-44A. They are now reclaimed.

#### Route AT-45

Not constructed.  
No maintenance.  
6 feet wide.  
4 wheel drive required.  
No use.

This abandoned route may have been originally constructed to facilitate seismograph exploration. It is now fully reclaimed. Most of the route to the north of Powder Rim is fully reclaimed and difficult even to find, much less drive.



Photo #EMM47-78  
Rt. AT-45  
UTM 0727737 4547190  
5/24/01

Route AT-45 begins by departing northward from AT-44. It is fully revegetated here.



Photo #EMM47-52

Route AT-45  
UTM 0727679 4547991  
5/24/01

View south on AT-45 from its junction with AT-42. The descent is very steep, and the route is fully reclaimed with no vehicular use.



Photo #EMM47-54

Route AT-45  
UTM 0727679 4547991  
5/24/01

View north on AT-45 from its junction with AT-42.



Photo #EMM47-56

Route AT-45  
UTM 0727664 4548425  
5/24/01

View north from junction with cutoff that runs east toward Adobe Reservoir. There is no sign of use on either leg.



Photo #EMM47-57

Route AT-45  
UTM 0727641 4548575  
5/24/01

North leg of route ends at steep dropoff.



Photo #EMM47-58

Route AT-45  
UTM 0727657 4548577  
5/24/01

No sign of track in the draw bottoms near end of route.



Photo #EMM47-55

Route AT-45  
UTM 0727664 4548425  
5/24/01

No use on track ascending from reservoir.



Photo #EMM47-59

Route AT-45  
UTM 0727881 4548379  
5/24/01

Route is invisible as mapped  
crossing draw bottoms.



Photo #EMM47-60

Route AT-45  
UTM 0727884 4548455  
5/24/01

Route is fully gone at this point.

Route AT-46

Not constructed.  
No maintenance.  
6 feet wide.  
4 wheel drive.  
Very light use.

This jeep trail provides access to Adobe Reservoir.



Photo #EMM47-37

Route AT-46  
UTM 0728322 4547351  
5/24/01

Jeep trail AT-46 runs north from  
AT-44.



Photo #EMM47-40

Route AT-46  
UTM 0728156 4547644  
5/24/01

View typical of route AT-46.



Photo #EMM47-41

Route AT-46  
UTM 0728112 4547678  
5/24/01

Route AT-46 divides, with left (west) route getting the bulk of the vehicle use.



Photo #EMM47-42

Route AT-46  
UTM 0728982 4547938  
5/24/01

View south on AT-46 from its junction with AT-42.



Photo #EMM47-44

Route AT-46  
UTM 0728982 4547938  
5/24/01

View north on AT-46 from its junction with AT-42.



Photo #EMM47-45

Route AT-46  
UTM 0727976 4547967  
5/24/01

Lesser-used eastern leg of AT-46  
rejoins main track (lower right).  
View southeast.



Photo #EMM47-46

Route AT-46  
UTM 0727976 4547967  
5/24/01

View northwest from junction of  
two legs of AT-46. This route  
receives no use and is fully  
reclaimed.



Photo #EMM47-47

Route AT-46  
UTM 0727955 4548188  
5/24/01

Route ends at Adobe Reservoir  
(constructed but not maintained,  
50-foot dam). Note fence with  
half-submerged gate.



Photo #EMM47-48

Route AT-46  
UTM 0727955 4548188  
5/24/01

Abandoned vehicle route runs northwest from terminus of AT-46. This route is now blocked by the fence.

#### Route AT-47

Not constructed.  
No maintenance.  
6 feet wide.  
4 wheel drive required.  
Very light use.

This dead-end jeep trail climbs from AT-44 to the top of Powder Rim.



Photo #EMM47-26  
Rt. AT-47  
UTM 0729713 4547710  
5/24/01

Jeep trail AT-47 runs north from AT-44.



Photo #EMM47-28

Route AT-47  
UTM 0729534 4548243  
5/24/01

Route is difficult to traverse on  
hill climb.



Photo #EMM47-29

Route AT-46  
UTM 0729532 4548371  
5/24/01

Route is very faint at this point.



Photo #EMM47-31

Route AT-46  
UTM 0729319 4548381  
5/24/01

Route AT-47 ends atop knob.

## Route AT-48

Constructed though blading along parts of route.  
Some recent maintenance through blading.  
6 feet wide.  
4 wheel drive required.  
Very light use.

This jeep trail is likely a relic of old seismograph exploration, and recent maintenance may indicate renewed exploration activity.



Photo #EMM46-41

Route AT-48  
UTM 0730952 4552359  
5/24/01

Jeep trail begins by running south  
from AT-17.



Photo #EMM46-127

Route AT-48  
UTM 0730952 4551803  
5/24/01

Jeep trail is rough and faint  
crossing clay.



Photo #EMM47-1

Route AT-48  
UTM 0730764 4549922  
5/24/01

Jeep trail is typical in this view.



Photo #EMM47-2

Route AT-48  
UTM 0730584 4549019  
5/24/01

Signs of recent blading on steeper section of route.



Photo #EMM47-3

Route AT-48  
UTM 0730441 4548679  
5/24/01

Route reverts to primitive condition atop grade.



Photo #EMM47-4

Route AT-48  
UTM 0730350 4548469  
5/24/01

View southwest along AT-48  
from its junction with AT-49.



Photo #EMM47-25

Route AT-48  
UTM 0730314 4548231  
5/24/01

Route is very rough but well-worn  
here.



Photo #EMM47-21

Route AT-48  
UTM 0730391 4547917  
5/24/01

Cutoff route (receiving no use)  
departs AT-44 to link up with  
AT-48.



Photo #EMM47-23

Route AT-48  
UTM 0730371 4547917  
5/24/01

End of Route AT-48 at junction  
with AT-44.

#### Route AT-49

Not constructed.  
No maintenance.  
6 feet wide.  
4 wheel drive required.  
Very light use.

This dead-end jeep trail runs east along Powder Rim between AT-48 and AT-50.



Photo #EMM47-9

Rt. AT-49  
UTM 0733507 4548004  
5/24/01

Jeep trail AT-49 runs west from  
AT-50.



Photo #EMM47-7

Route AT-49  
UTM 0731451 4548214  
5/24/01

View east along steep drop into low saddle. Note steep climb ahead.



Photo #EMM47-6

Route AT-49  
UTM 0730760 4548372  
5/24/01

Typical view of Route AT-49;  
view east.



Photo #EMM47-5

Route AT-49  
UTM 0730350 4548469  
5/24/01

Jeep trail AT-49 ends at junction  
with AT-48. View east.

Route AT-50

Constructed.  
Regular maintenance.  
15 feet wide.  
2 wheel drive.  
Moderate use.

This route is the Cherokee Trail Road, regularly maintained and well-used. This route forms part of the southeastern boundary of the proposed Adobe Town WSA extension.



Photo #EMM47-11

Route AT-50  
UTM 0733507 4548004  
5/24/01

View northeast along AT-50 from  
its junction with AT-18 and  
AT-49.



Photo #EMM47-12

Route AT-50  
UTM 0733507 4548004  
5/24/01

View southwest along AT-50  
from its junction with AT-18 and  
AT-49.



Photo #EMM47-13

Route AT-50  
UTM 0733199 4547706  
5/24/01

New cattleguard crosses route,  
with fence running northwest.



Photo #EMM47-15

Route AT-50  
UTM 0732376 4547255  
5/24/01

View northeast along AT-50 from  
its junction with AT-44.



Photo #EMM47-16

Route AT-50  
UTM 0732376 4547255  
5/24/01

View of AT-50 (foreground) at its  
junction with AT-44.

Fence AT-51

Constructed.  
Regular maintenance.  
6 inches wide, 4 feet high.  
Not driveable.  
Some use.

This newly constructed fence may delineate the boundary between two grazing allotments.



Photo #EMM47-13

Route AT-51  
UTM 0733199 4547706  
5/24/01

Fence crossing AT-50 with cattle-guard.



Photo #EMM47-8

Route AT-50  
UTM 0732430 4548246  
5/24/01

New fence to the southeast of Route AT-49. There is a gate at the route, but no fence has been strung north of the route yet.

Route AT-52

Possibly constructed.  
No maintenance.  
6 feet wide.  
4 wheel drive required.  
Light to very light use.

This route, labeled on the Powder Mountain quad as “Shell Creek Stock Trail,” forms part of the southeast boundary of the proposed Adobe Town WSA extension.



Photo #EMM46-54

Route AT-52  
UTM 0732525 4552310  
5/23/01

Route AT-52 runs east from its junction with AT-18, taking the form of a jeep trail.



Photo #EMM46-126

Route AT-52  
UTM 0733536 4552932  
5/24/01

Typical of route AT-52.



Photo #EMM46-125

Route AT-52  
UTM 0734408 4553050  
5/24/01

Well pad marks the junction of  
AT-52 with the terminus of  
AT-53.

#### Route AT-53

Constructed.  
Fresh maintenance.  
15 feet wide.  
2 wheel drive.  
Moderate use.

This route was upgraded to an improved gravel road in spring of 2001 to provide access to a well site that had not yet been drilled.



Photo #EMM46-70

Rt. AT-53  
UTM 0737289 4559392  
5/24/01

Route AT-53 departs southwest  
from its junction with AT-56, AT-  
59, and AT-60.



Photo #EMM46-71

Route AT-53  
UTM 0737289 4559392  
5/23/01

Active gas well just west of beginning of AT-53.



Photo #EMM46-123

Route AT-53  
UTM 0736232 4556946  
5/23/01

Route AT-53 runs south from its junction with AT-55.



Photo #EMM46-125

Route AT-53  
UTM 0734408 4553050  
5/23/01

New well pad under construction.  
This is the southwest terminus of  
Route AT-53.

## Route AT-54

Not constructed.  
No maintenance.  
6 feet wide.  
4 wheel drive required.  
Very light use.

This dead-end jeep trail runs west from AT-55 for about 2 miles.



Photo #EMM46-119

Route AT-54  
UTM 0735935 4557205  
5/23/01

Jeep trail AT-54 (at left) runs west  
from AT-55.



Photo #EMM46-120

Route AT-54  
UTM 0735288 4557357  
5/23/01

Typical view of route.



Photo #EMM46-121

Route AT-54  
UTM 0735288 4557357  
5/23/01

Hill-climb damage from illegal  
off-trail driving.



Photo #EMM46-122

Route AT-54  
UTM 0733584 4556209  
5/23/01

Route AT-54 ends at draw  
crossing. This crossing is  
impassable to vehicles. No use  
beyond this point.

Route AT-55

Constructed.  
Not maintained.  
12 feet wide.  
4 wheel drive required.  
Very light use.

This abandoned well site access road still receives use as a 4 wheel drive road, but is steadily being reclaimed. This route forms parts of the southwest boundary of the proposed Adobe Town WSA extension.



Photo #EMM46-124

Route AT-55  
UTM 0736232 4556946  
5/23/01

View northwest on AT-55 from  
its origins at the junction with  
AT-53.



Photo #EMM46-118

Route AT-55  
UTM 0735935 4557205  
5/23/01

View northwest along AT-55  
from its junction with AT-54.



Photo #EMM46-117

Route AT-55  
UTM 0735522 4558100  
5/23/01

Typical view of Route AT-55.



Photo #EMM46-116

Route AT-55  
UTM 0734909 4559167  
5/23/01

Route runs southeast from its junction with AT-56.



Photo #EMM46-92

Route AT-55  
UTM 0734902 4559174  
5/23/01

Route AT-55 is quite primitive, as seen here running north from its junction with AT-56.



Photo #EMM46-94

Route AT-55  
UTM 0734703 4559658  
5/23/01

Route AT-55 in its most  
reclaimed state.



Photo #EMM46-95

Route AT-55  
UTM 0734555 4560010  
5/23/01

Route in its best condition.



Photo #EMM46-96

Route AT-55  
UTM 0734286 4560031  
5/23/01

Dry Hole--Coastal Haystack #1.  
End of route; jeep trail AT-19 de-  
parts west from this point.

Pipeline AT-55A

Constructed.  
No maintenance.  
2 feet wide.  
Not driveable.  
Some use.

This pipeline extends west from route AT-60, linking with the well sites in Section 26 and 22 and terminating at the abandoned Coastal Haystack #1 drill hole at the end of AT-55. T forms part of the southeastern boundary of the proposed Adobe Town WSA expansion.



Photo #EMM46-77

Route AT-55A  
No UTM  
5/23/01

Pipeline ascends to rim from the east. It can be seen snaking across the depression below.



Photo #EMM46-75

Route AT-55A  
UTM 0738024 4560354  
5/23/01

Pipeline runs east from its junction with AT-59.



Photo #EMM46-76

Route AT-55A  
UTM 0738024 4560354  
5/23/01

View west along pipeline from its  
junction with AT-59.



Photo #EMM46-83

Route AT-55A  
UTM 0737247 4560202  
5/23/01

Active natural gas well.



Photo #EMM46-84

Route AT-55A  
UTM 0736867 4560262  
5/23/01

Pipeline substation. View east  
along pipeline from the end of  
Route AT-118.



Photo #EMM46-85

Route AT-55A  
UTM 0736867 4560262  
5/23/01

View west along pipeline right of way from the end of AT-118.



Photo #EMM46-89

Route AT-55A  
UTM 0735759 4560117  
5/23/01

Pipeline crosses route AT-58.  
View east.



Photo #EMM46-90

Route AT-55A  
UTM 0735759 4560117  
5/23/01

Pipeline crosses route AT-58.  
View west.

## Route AT-56

Constructed by gravel fill east of AT-58 and by blading farther west.  
Maintained only as far as junction with AT-58; unmaintained west of this junction.  
15 feet wide as far as AT-58; 6 feet wide west of this junction.  
2 wheel drive as far west as AT-58; 4 wheel drive required west of this point..  
Moderate use to junction with AT-58; very light use west of this point.

This old seismograph trail has been upgraded along its eastern end to provide improved gravel access to the active well in the SW quarter of Section 22. The route is otherwise a jeep trail.



Photo #EMM46-72

Route AT-56  
UTM 0737289 4559392  
5/23/01

View west on AT-56 from its junction with AT-53, AT-60, and AT-59.



Photo #EMM46-81

Route AT-56  
UTM 0736864 4559420  
5/23/01

View west on AT-56 from its junction with AT-118.



Photo #EMM46-87

Route AT-56  
UTM 0735773 4559291  
5/23/01

Route AT-56 runs west from its junction with AT-58, now a primitive old seismograph trail.



Photo #EMM46-93

Route AT-56  
UTM 0734902 4559174  
5/23/01

Route runs west from its junction with AT-55.



Photo #EMM46-115

Route AT-56  
UTM 0733584 4558991  
5/23/01

Typical view of AT-56.



Photo #EMM46-112

Route AT-56  
UTM 0733240 4558941  
5/23/01

End of AT-56. View east from its  
junction with AT-57.

#### Route AT-57

No constructed.  
No maintenance.  
6 feet wide.  
4 wheel drive.  
Very light use.

This jeep trail is a southern extension of Route AT-20, which forms part of the southeast boundary of Adobe Town WSA. It dead ends a mile south of its junction with AT-19



Photo #EMM46-107

Rt. AT-57  
UTM 0733658 4560073  
5/23/01

Route AT-57 (at left) runs south  
from its junction with AT-19.



Photo #EMM46-110

Route AT-57  
UTM 0733558 4559738  
5/23/01

Route in its best condition.



Photo #EMM46-111

Route AT-57  
UTM 0733119 4559103  
5/23/01

Route is faint after turning corner.



Photo #EMM46-113

Route AT-57  
UTM 0733220 4558932  
5/23/01

Route runs south from its junction  
with AT-56.



Photo #EMM46-114

Route AT-57  
UTM 0733240 4558768  
5/23/01

Route fades to nothing upon  
reaching wash.

#### Route AT-58

Constructed.  
Recent maintenance.  
15 feet wide.  
2 wheel drive.  
Moderate use.

This heavy-duty road runs north from Route AT-56 to reach an active natural gas well in Section 22. Part of its length to the north of Pipeline AT-55A is paralleled by its own spur pipeline. This northern segment of the route is cherry-stemmed out of the proposed Adobe Town WSA expansion.



Photo #EMM46-88

Rt. AT-58  
UTM 0735773 4559291  
5/23/01

Route AT-58 runs north from  
AT-56.



Photo #EMM46-91

Route AT-58  
UTM 0735623 4561183  
5/23/01

Route AT-58 ends at an active well site.

#### Route AT-59

Not constructed.  
No maintenance.  
6 feet wide.  
4 wheel drive.  
Very light use.

This jeep trail has recently been marked with stakes. A flag at its end may indicate a future drill site, which would mean an upgrade for this route to an improved gravel route. Thus, this route forms the southeast boundary of the proposed Adobe Town WSA expansion.



Photo #EMM46-73

Rt. AT-59  
UTM 0737243 4559439  
5/23/01

Route AT-59 runs north from its junction with AT-56.



Photo #EMM46-74

Route AT-59

UTM 0737779 4559658

5/23/01

Typical view of rim route AT-59.



Photo #EMM46-80

Route AT-59

UTM 0738498 4561993

5/23/01

End of route. Flags mark planned drill site.

Route AT-60

Constructed.  
Regularly maintained.  
15 feet wide.  
2 wheel drive.  
Heavy use.

This route is a major trunk road for local oil and gas field developments.



Photo #EMM46-65

Route AT-60  
UTM 0739918 4562265  
5/23/01

Active well. Route is maintained south of this point.



Photo #EMM46-67

Route AT-60  
UTM 0739398 4561414  
5/23/01

Route AT-60 runs southwest from its junction with AT-119.



Photo #EMM46-68

Route AT-60  
UTM 0738361 4559524  
5/23/01

Route typical.



Photo #EMM46-69

Route AT-60  
UTM 0737289 4559392  
5/23/01

View southeast on AT-60 from its  
junction with AT-53, AT-56, and  
AT-59.

Route AT-61

Constructed.  
Not maintained.  
12 feet wide.  
4 wheel drive.  
Very light use.

This route is was built to access the well pad Intrepid Oil Desert Rose #1, which was never completed and apparently has been abandoned.



Photo #EMM46-64

Route AT-61  
UTM 0739736 4562516  
5/23/01

Mapped jeep trail heads for cross-  
ing of Sand Creek Wash. Not  
receiving any use.



Photo #EMM46-63

Route AT-61  
UTM 0737425 4562718  
5/23/01

Former route across Sand Creek  
Wash departs to the east. It no  
longer crosses.



Photo #EMM46-59

Route AT-61  
UTM 0739287 4562763  
5/23/01

Difficult gulch crossing-- four wheel drive required.



Photo #EMM46-58

Route AT-61  
UTM 0738917 4562906  
5/23/01

Flag-- possible planned drill site.



Photo #EMM46-57

Route AT-61  
UTM 0738642 4563100  
5/23/01

View southeast along AT-61 from its terminus.



Photo #EMM46-56

Route AT-61  
UTM 0738642 4563100  
5/23/01

Drill pad, apparently abandoned.  
Intrepid Oil Desert Rose #1. Pad  
is 200X200 feet.

#### Route AT-62

Not constructed.  
No maintenance.  
8 feet wide.  
Not driveable.  
Very light use.

This route is apparently the result of off-trail wandering by heavy equipment.



Photo #EMM46-62

Rt. AT-62  
UTM 0739222 4562781  
5/23/01

Route AT-62 departs from AT-61.



Photo #EMM46-61

Route AT-62

UTM 0739141 4562609

5/23/01

Tractor trail typical.



Photo #EMM46-60

Route AT-62

UTM 0739035 4562609

5/23/01

End of old tractor trail.

Route AT-63

Recently constructed.  
Recently maintained.  
15 feet wide.  
2 wheel drive.  
Moderate use.

This route was upgraded in 2001 to an improved, graded dirt trunk road to access a new exploration well in T15N R95W Section 33.



Photo #EMM41-41

Route AT-63  
UTM 0739294 4563518  
5/18/01

Active well site marking the beginning of AT-63.



Photo #EMM41-35

Route AT-63  
UTM 0738480 4565669  
5/18/01

Route AT-63 runs south from its junction with AT-64.



Photo #EMM41-33

Route AT-63  
UTM 0740439 4567150  
5/18/01

Route at its worst. The dust is rather deep and soft here.



Photo #EMM41-10

Route AT-63  
UTM 0742672 4569356  
5/18/01

Route AT-63 runs southwest from its junction with AT-23.



Photo #EMM41-4

Route AT-63  
UTM 0742375 4567392  
5/18/01

Improved route runs north from its junction with AT-63A.



Photo #EMM41-5

Route AT-63  
UTM 0742375 4567392  
5/18/01

Route AT-63 descends from  
Willow Creek Rim at its junction  
with AT-63A



Photo #EMM41-8

Route AT-63  
UTM 0742830 4568040  
5/18/01

Recently constructed road at its  
worst.



Photo #EMM41-7

Route AT-63  
UTM 0743535 4568024  
5/18/01

Route ends at drilling pad. Well  
under construction. Pad 250X250  
feet.

Route AT-63A

Not constructed.  
Not maintained.  
6 feet wide.  
4 wheel drive.  
Very light use.

This jeep trail follows the Willow Creek Rim. Flags along the way indicate that drilling activity may be imminent here.



Photo #EMM41-6

Route AT-63A  
UTM 0742375 4567392  
5/18/01

Jeep trail runs southeast along rim  
from its junction with AT-63.



Photo #EMM41-2

Route AT-63A  
UTM 0743888 4567168  
5/18/01

Route typical.



Photo #EMM41-1

Route AT-63A

UTM 0743888 4567168

5/18/01

Flag indicates site of future drilling.



Photo #EMM41-3

Route AT-63A

UTM 0744732 4566752

5/18/01

Route AT-63A peters out atop point.

## Route AT-64

Not constructed.  
Not maintained.  
6 feet wide.  
4 wheel drive.  
Very light use.

This dead-end jeep trail runs northwest from AT-63 for a distance of about one mile.



Photo #EMM41-34

Route AT-64  
UTM 0738480 4565669  
5/18/01

Jeep trail AT-64 runs west from  
its junction with AT-63.



Photo #EMM41-36

Route AT-64  
UTM 0738370 4565740  
5/18/01

Route is well-entrenched here.



Photo #EMM41-37

Route AT-64  
UTM 0738136 4565830  
5/18/01

Route is not apparent at this point.



Photo #EMM41-38

Route AT-64  
UTM 0737892 4565622  
5/18/01

Route is obvious again as it  
climbs sandy hill.



Photo #EMM41-39

Route AT-64  
UTM 0737560 4565563  
5/18/01

Route is very faint in places atop  
rise. Route now becomes a one-  
time-use track.



Photo #EMM41-40

Route AT-64

UTM 0737053 4565355

5/18/01

End of one-time-use track.

#### Route AT-65

Not constructed.

No maintenance.

6 feet wide.

4 wheel drive required.

Very light to no use.

This jeep trail runs to an abandoned wild horse trap.



Photo #EMM41-43

Rt. AT-65

UTM 0739538 4563304

5/18/01

Route AT-65 departs from route  
AT-66.



Photo #EMM41-44

Route AT-65  
UTM 0739885 4563411  
5/18/01

Route typical (foreground), then  
faint as it climbs onto clay beds.



Photo #EMM41-45

Route AT-65  
UTM 0740459 4563670  
5/18/01

Route is obvious again as it Two-  
foot drop at wash crossing.



Photo #EMM41-46

Route AT-65  
UTM 0740615 4563763  
5/18/01

Typical view of this stretch of  
AT-65.



Photo #EMM41-48

Route AT-65

UTM 0741261 4564212

5/18/01

Route is faintest here.



Photo #EMM41-47

Route AT-65

UTM 0741879 4564853

5/18/01

Route ends at a fenced-off head of a box canyon. Possible wild horse trap. Note remains of fence.

Route AT-66

Constructed.  
Regularly maintained.  
15 feet wide.  
2 wheel drive.  
Moderate use.

This improved gravel road is a main trunk route serving local oil and gas developments. It serves as part of the southeast boundary of the proposed Adobe Town WSA expansion.



Photo #EMM41-41

Route AT-66  
UTM 0739294 4563518  
5/18/01

Working well marks the end of  
AT-66.



Photo #EMM41-42

Route AT-66  
UTM 0739294 4563518  
5/18/01

View of southern end of well pad.



Photo #EMM41-49

Route AT-66  
UTM 0739913 4562859  
5/18/01

Active well on spur to west side  
of route.



Photo #EMM41-50

Route AT-66  
UTM 0740582 4562835  
5/18/01

Spur route to new well pad north  
of route.



Photo #EMM41-51

Route AT-66  
UTM 0740522 4562892  
5/18/01

New well pad in preparation; not  
drilled yet. 450X450 feet.



Photo #EMM41-52

Route AT-66  
UTM 0742214 4562729  
5/18/01

Route AT-66 swings south at junction with AT-66A.

#### Route AT-66A

Constructed.  
Maintained.  
15 feet wide.  
2 wheel drive required.  
Moderate use.

This improved gravel road provides access to an active well in T14N R95W Section 9 SE 1/4. It forms part of the southeastern boundary of the proposed Adobe Town WSA expansion.



Photo #EMM41-53

Rt. AT-66A  
UTM 0742214 4562729  
5/18/01

Lesser-used AT-66A runs north from its junction with AT-66.



Photo #EMM41-54

Route AT-66A  
UTM 0742734 4563291  
5/18/01

Route is somewhat primitive at  
stream crossing.



Photo #EMM41-56

Route AT-66A  
UTM 0743810 4564437  
5/18/01

Pipeline right of way heads south  
from well at the end of AT-66A



Photo #EMM41-55

Route AT-66A  
UTM 0743798 4564534  
5/18/01

Route ends at active well site.

Route AT-67

Constructed with some signs of blading east of photo emm41-60.

Not maintained.

6 feet wide.

4 wheel drive.

Light to very light use.

This jeep trail has been improved with blading in places. A pipeline follows the route from photopoint emm41-60 eastward.



Photo #EMM41-57

Route AT-67

UTM 0743803 4564313

5/18/01

Jeep trail departs eastward from  
Route AT-66A.



Photo #EMM41-58

Route AT-67

UTM 0744113 4564445

5/18/01

Erosion in original route-- drive-  
around.



Photo #EMM41-59

Route AT-67  
UTM 0745197 4564848  
5/18/01

Jeep trail in best condition.



Photo #EMM41-60

Route AT-67  
UTM 0746033 4565433  
5/18/01

Side route departs southeast, while AT-67 (at left) continues east. Beginning of blading along this route.



Photo #EMM41-63

Route AT-67  
No UTM  
5/18/01

View west from junction with AT-69. Improved gravel surface from this point eastward.



Photo #EMM41-89

Route AT-67  
UTM 0749407 4562008  
5/18/01

Route (at right) ends at junction  
with improved gravel trunk road  
AT-122.

#### Route AT-69

Constructed.

Not maintained.

25 feet wide of revegetation strip with 6-foot-wide two track.

4 wheel drive required to photopoint emm41-64; impassable beyond that point.

No use.

This route was an improved gravel road that has been scarified and reclaimed with planted grass. It accesses several abandoned well sites.



Photo #EMM41-62

Rt. AT-69  
No UTM  
5/18/01

Route AT-69 departs northwest  
from its junction with AT-67.



Photo #EMM41-64

Route AT-69  
UTM 0749107 4566875  
5/18/01

Wash crossing with 2-foot walls.  
Impassable to vehicles.



Photo #EMM41-65

Route AT-69  
UTM 0748642 4567049  
5/18/01

Typical view of route. Track is  
maintained by wild horse use.



Photo #EMM41-68

Route AT-69  
UTM 0747929 4567315  
5/18/01

30-inch gullying across route.



Photo #EMM41-70

Route AT-69  
UTM 0746411 4568014  
5/18/01

Typical view of this segment of the route.



Photo #EMM41-71

Route AT-69  
UTM 0746765 4568312  
5/18/01

Route is typical on ridgetop.



Photo #EMM41-72

Route AT-69  
UTM 0747543 4568675  
5/18/01

View of route atop ridge.



Photo #EMM42-11

Route AT-69

UTM 0747536 4569519

5/19/01

Dry Hole -- Celsius Energy  
Mulligan Draw #19.



Photo #EMM42-10

Route AT-69

No UTM

5/19/01

Revegetation strip is now 100 feet  
wide.



Photo #EMM42-4

Route AT-69

UTM 0748480 4570577

5/18/01

Revegetated route departs from  
Route AT-75.

Route AT-69A

Originally constructed but mechanically obliterated..  
Not maintained.  
25 feet wide.  
Impassable to vehicles.  
No use.

This revegetated strip is an abandoned and reclaimed route to a plugged and abandoned well.



Photo #EMM41-69

Route AT-69A  
UTM 0747673 4567403  
5/18/01

Revegetated strip departs northward from revegetated route AT-69.



Photo #EMM41-82

Route AT-69A  
UTM 0748221 4568211  
5/18/01

Route ends at drill hole-- Sun Energy Willow Rim ST 36-10.

Route AT-70

Not constructed.  
Not maintained.  
6 feet wide.  
Impassable to vehicles.  
No use.

This route is an abandoned and reclaimed seismograph trail.



Photo #EMM41-66

Route AT-70  
UTM 0748325 4567166  
5/18/01

View southwest on abandoned  
seismograph trail AT-70 from its  
junction with AT-69.



Photo #EMM41-67

Route AT-70  
UTM 0748325 4567166  
5/18/01

View northeast along AT-70 from  
its junction with AT-69.



Photo #EMM41-84

Route AT-70  
UTM 0748626 4567593  
5/18/01

View southwest on AT-70 from  
its junction with AT-71.

#### Route AT-71

Not constructed.  
Not maintained.  
6 feet wide.  
Impassable to vehicles.  
No use.

This route fragment is now isolated and no longer connects with a passable vehicle way.



Photo #EMM41-83

Rt. AT-71  
UTM 0748626 4567593  
5/18/01

Route AT-71 runs east from its  
junction with AT-70.



Photo #EMM41-85

Route AT-71  
UTM 0758780 4567583  
5/18/01

View northwest along route fragment at bend.



Photo #EMM41-87

Route AT-71  
UTM 0748979 4567262  
5/18/01

View northwest near possible origins of route fragment. No trace farther southeast.



Photo #EMM41-88

Route AT-71  
UTM 0748979 4567262  
5/18/01

View southeast near possible origins of route fragment. No trace farther southeast.

Pipeline AT-72

Constructed.  
Not subsequently maintained.  
50 foot wide right-of-way.  
Impassable to vehicles.  
In use.

This 12-inch pipeline serves many of the Willow Creek gas wells. It forms part of the eastern boundary of the proposed Adobe Town WSA expansion.



Photo #EMM42-18

Route AT-72  
UTM 0749180 4569676  
5/19/01

View southeast along pipeline as  
it descends from rims.



Photo #EMM42-17

Route AT-72  
UTM 0749370 4570309  
5/19/01

Dry hole just north of pipeline.  
Texas Oil & Gas Windmill Draw  
#2, plugged and abandoned  
1/2/81.



Photo #EMM42-16

Route AT-72  
UTM 0749102 4570442  
5/19/01

Pipeline crosses draw.



Photo #EMM42-2

Route AT-72  
UTM 0748931 4570681  
5/19/01

Pipeline crosses route AT-75.  
View east. Note substation.



Photo #EMM42-3

Route AT-72  
UTM 0748931 4570681  
5/19/01

Pipeline crosses route AT-75.  
View west.



Photo #EMM42-7

Route AT-72

UTM 0748318 4571212

5/19/01

Pipeline crosses AT-75 near well-site. View north.



Photo #EMM42-35

Route AT-72

UTM 0747137 4573108

5/19/01

Pipeline crosses AT-76. Note sub-station. View north.

Route AT-73

Constructed.  
Eclaimed and not subsequently maintained.  
50 feet wide.  
Impassable to vehicles.  
No use.

This abandoned and reclaimed access route once served the Courthouse Butte F1 well.



Photo #EMM42-12

Route AT-73  
UTM 0747878 4569609  
5/19/01

Route AT-73 runs southwest from  
its junction with AT-69.



Photo #EMM42-13

Route AT-73  
UTM 0747334 4569732  
5/19/01

Revegetation strip is well-re-  
claimed through sandy country.



Photo #EMM42-14

Route AT-73  
UTM 0746497 4569704  
5/19/01

Route ends at abandoned well site. Two plugged holes are present here. Cities Services Oil & Gas Courthouse Butte F1, Fed. BP-1.

#### Route AT-74

Not constructed.  
Not maintained.  
6 feet wide.  
4 wheel drive.  
No use.

This jeep trail is now difficult to find and is completely abandoned. I is invisible at its junction with AT-75.



Photo #EMM42-8

Rt. AT-74  
UTM 0748474 4570321  
5/19/01

View north on AT-74 from its junction with AT-69.



Photo #EMM42-9

Route AT-74

UTM 0748474 4570321

5/19/01

View southwest on AT-74 from  
its junction with AT-75. Fully  
reclaimed.



Photo #EMM42-15

Route AT-72

UTM 0747977 4570048

5/19/01

Abandoned two-track runs west.

Route AT-75

Constructed.  
Regularly maintained.  
25 feet wide.  
2 wheel drive.  
Moderate use.

This improved gravel road provides access to gas wells in T15N R95W S25 and S24.



Photo #EMM42-1

Route AT-75  
UTM 0249616 4572400  
5/19/01

Route AT-75 (at left) runs  
southwest from its junction with  
AT-124.



Photo #EMM42-5

Route AT-75  
UTM 0748170 4570631  
5/19/01

Well in production: Mulligan  
Draw Unit #6.



Photo #EMM42-6

Route AT-75

UTM 0748389 4571286

5/19/01

New well under construction 100 yards ahead, view east. End of route.

#### Route AT-76

Constructed.

Regularly maintained.

25 feet wide.

2 wheel drive.

Moderate use.

This improved gravel road provides access to active gas wells in T15N R95W S14 and S13. It is excluded from the proposed Adobe Town WSA expansion.



Photo #EMM42-30

Rt. AT-76

UTM 0747606 4574053

5/19/01

Beginning of Route AT-76 from its junction with AT-127.



Photo #EMM42-34

Route AT-76  
UTM 0747767 4573818  
5/19/01

Active well: Marathon Wedge #5.



Photo #EMM42-37

Route AT-76  
UTM 0745615 4571966  
5/19/01

Route crosses wash.



Photo #EMM42-47

Route AT-76  
UTM 0745804 4573492  
5/19/01

Route ends at active well:  
Mulligan Draw #15.

Route AT-76A

Not constructed.  
Not maintained.  
6 feet wide.  
4 wheel drive.  
No use.

This abandoned jeep trail climbs to the top of a rise and ends.



Photo #EMM42-44

Route AT-76A  
UTM 0745370 4572452  
5/19/01

Route AT-76A runs west from  
Route AT-76.



Photo #EMM42-45

Route AT-76A  
UTM 0745246 4572507  
5/19/01

Route disappears atop rise.

Route AT-77

Constructed but then obliterated.  
Not maintained.  
25 feet wide.  
Not driveable.  
No use.

This abandoned and obliterated road lies entirely within the arc described by Route AT-76.



Photo #EMM42-36

Route AT-77  
UTM 0746873 4572780  
5/19/01

Revegetation strip AT-77 departs southwest from AT-76.

Route AT-78

Not constructed.  
Not maintained.  
6 feet wide.  
4 wheel drive.  
Ery light to no use.

Marked “jeep trail” on the USGS Salazar Butte quad, this route is impassable at the Willow Creek wash crossing and no longer receives regular use.



Photo #EMM42-31

Route AT-78  
UTM 0747606 4574053  
5/19/01

Route AT-78 runs southwest from the junction of AT-76 and AT-127. This segment of the route is abandoned and fully reclaimed.



Photo #EMM42-38

Route AT-78  
UTM 0745392 4572194  
5/19/01

Jeep trail AT-78 runs southwest  
from its junction with AT-76.



Photo #EMM42-39

Route AT-78  
UTM 0745181 4571986  
5/19/01

Typical view of this portion of the  
route.



Photo #EMM42-43

Route AT-78  
UTM 0744946 4571612  
5/19/01

Old, fully-reclaimed trail joins  
from east. This may be a fragment  
of an old seismograph trail.



Photo #EMM42-40

Route AT-78  
UTM 0744776 4571657  
5/19/01

Difficult wash crossing.



Photo #EMM42-42

Route AT-78  
UTM 0744736 4571660  
5/19/01

Even more reclaimed drive-around route to the north.



Photo #EMM42-41

Route AT-78  
UTM 0744274 4571795  
5/19/01

Route peters out beside wash.



Photo #EMM41-16

Route AT-78  
UTM 0742924 4572299  
5/18/01

Old wash crossing is now  
abandoned and impassable.



Photo #EMM41-15

Route AT-78  
UTM 0743020 4572214  
5/18/01

Western leg of AT-78 ends near  
Willow Creek wash.



Photo #EMM41-14

Route AT-78  
UTM 0741995 45718561  
5/18/01

Route in its best condition.



Photo #EMM41-13

Route AT-78  
UTM 0741415 4571548  
5/18/01

Main route gullied 18 inches deep.



Photo #EMM41-12

Route AT-78  
UTM 0741291 4571498  
5/18/01

Junction: AT-78 is at left; short spur route to reservoir is at right.



Photo #EMM41-11

Route AT-78  
UTM 0741115 4571367  
5/18/01

Reservoir; sound, holds water.  
Constructed but not maintained,  
80-foot dam.



Photo #EMM40-81

Route AT-78  
UTM 0741019 4571253  
5/17/01

Route AT-78 rather weak at its junction with AT-23; view northeast.



Photo #EMM40-80

Route AT-78  
UTM 0741019 4571253  
5/17/01

Route AT-78 at its junction with AT-23; view southwest.



Photo #EMM41-17

Route AT-78  
UTM 0741009 4571158  
5/18/01

Route ends at wash crossing.

Route AT-79

Not constructed.  
Never maintained.  
6 feet wide.  
Impassable to vehicles.  
No use.

This abandoned route accesses the reservoir at its end. It has been abandoned and is no longer passable.



Photo #EMM41-24

Route AT-79  
UTM 0741307 4573088  
5/18/01

There is no sign of Route AT-79 at its junction with AT-23 (right foreground).



Photo #EMM41-23

Route AT-79  
UTM 0741510 4572877  
5/18/01

This was the old grade down from the Willow Creek Rim.



Photo #EMM41-21

Route AT-79

UTM 0741662 4572861

5/18/01

Route in its best condition. It is now a wild horse trail.



Photo #EMM41-22

Route AT-79

UTM 0742218 4572893

5/18/01

Horse trails lead to reservoir. It is sound and holds water, constructed but not maintained, and has a 250-foot dam.

Route AT-80

Constructed.  
Regularly maintained.  
25 feet wide.  
2 wheel drive.  
Moderate use.

This improved gravel road accesses an active gas well in T15N R95W S10 NE1/4. It is cherry-stemmed out of the proposed Adobe Town WSA expansion. The road is paralleled by its own pipeline spur.



Photo #EMM42-49

Route AT-80  
UTM 0746029 4575407  
5/19/01

Spur route runs west from AT-81.



Photo #EMM42-52

Route AT-80  
UTM 0745284 4575284  
5/19/01

Active well, pad is 100X200 feet.  
End of route.

Route AT-81

Constructed.  
Regularly maintained.  
25 feet wide.  
2 wheel drive.  
Heavy use.

This improved gravel road is a primary trunk route serving the Willow Creek gas field. It forms part of the eastern boundary of the proposed Adobe Tow WSA expansion.



Photo #EMM42-28

Route AT-81  
UTM 0748879 4574881  
5/19/01

AT-81 (distant left) splits away from AT-124, heading west.



Photo #EMM42-29

Route AT-81  
UTM 0748508 4574779  
5/19/01

AT-81 (foreground and upper right) at its junction with AT-127.



Photo #EMM42-51

Route AT-81  
UTM 0746029 4575407  
5/19/01

AT-81 runs north from its junction with AT-80/



Photo #EMM42-54

Route AT-81  
UTM 0743698 4577138  
5/19/01

Route splits; Route AT-81 is at left.



Photo #EMM42-59

Route AT-81  
UTM 0743231 4579469  
5/19/01

New, active well on old well pad.

Route AT-82

Constructed.  
Regularly maintained.  
25 feet wide.  
2 wheel drive.  
Moderate use.

This improved gravel road is a spur serving the Questar Fairway Unit #1. It is cherry-stemmed out of the proposed Adobe Town WSA expansion.



Photo #EMM42-55

Route AT-82  
UTM 0743291 4577398  
5/19/01

AT-82 departs southwest from its junction with AT-81.



Photo #EMM42-56

Route AT-82  
UTM 0743175 4576586  
5/19/01

Active well: Questar Fairway Unit #1. End of route. Well pad 100X300 feet.

Route AT-83

Not constructed.

Not maintained.

6 feet wide.

4 wheel drive.

Very light to no use.

This route no longer exists in places.

This old jeep trail has been abandoned and is now being reclaimed by the forces of natural degradation. There is an abandoned wild horse trap along the way.



Photo #EMM42-57

Route AT-83

UTM 0743209 4577113

5/19/01

Reclaimed jeep trail AT-83 is visible to the east of its junction with AT-82.



Photo #EMM42-58

Route AT-83

UTM 0743209 4577113

5/19/01

Route AT-83 is invisible/does not exist west of its junction with AT-82.



Photo #EMM42-65

Route AT-83  
UTM 0742099 4577010  
5/19/01

Route devolves into a wild horse trail.



Photo #EMM42-64

Route AT-83  
UTM 0741668 4576892  
5/19/01

Abandoned wild horse trap with wing fences at base of butte.



Photo #EMM42-63

Route AT-83  
UTM 0740958 4576707  
5/19/01

View west along AT-83 from its junction with AT-84.



Photo #EMM40-64

Route AT-83

No UTM

5/17/01

Bladed route AT-83 descends from rim. No use here.



Photo #EMM40-63

Route AT-83

UTM 0740421 4576447

5/17/01

Route AT-63 departs eastward from AT-23. End of route.

Route AT-84

Not constructed.  
Not maintained.  
6 feet wide.  
4 wheel drive.  
Very light use.

This old jeep trail accesses wire corrals that are abandoned and a reservoir.



Photo #EMM40-10

Route AT-84  
UTM 0740354 4578215  
5/17/01

Jeep trail AT-84 runs south from  
its junction with AT-27. Note  
corrals.



Photo #EMM40-11

Route AT-84  
UTM 0740396 4578033  
5/17/01

Route AT-84 in its best condition.



Photo #EMM40-12

Route AT-84  
UTM 0740459 4577966  
5/17/01

Reservoir: sound, holds water.  
Dam is 300 feet across,  
revegetated.



Photo #EMM40-13

Route AT-84  
UTM 0740559 4577890  
5/17/01

Route at right is an abandoned  
spur jeep trail that once ran to the  
reservoir. Now it is a wild horse  
trail.



Photo #EMM40-15

Route AT-84  
UTM 0740564 4577570  
5/17/01

Route AT-84 is very primitive  
here.



Photo #EMM40-16

Route AT-84  
UTM 0740564 4577570  
5/17/01

Illegal, off-trail one-time-use  
track splits away to the northwest.

#### Route AT-85

Constructed.  
Regularly maintained.  
25 feet wide.  
2 wheel drive.  
Moderate use.

This improved gravel road provides access to an active gas well in T16N R95W S17 as well as the pipeline along AT-95. It forms part of the eastern boundary of the proposed Adobe Town WSA expansion.



Photo #EMM40-7

Rt. AT-85  
UTM 0741045 4578482  
5/17/01

View east on AT-85 from its  
junction with AT-27.



Photo #EMM40-6

Route AT-85  
UTM 0741045 4578482  
5/17/01

View north on AT-85 from its  
junction with AT-27.



Photo #EMM39-101

Route AT-85  
UTM 0740767 4582243  
5/16/01

Route AT-85 runs south from its  
junction with AT-130. Gas well to  
the west.



Photo #EMM39-102

Route AT-85  
UTM 0740767 4582243  
5/16/01

Active gas well, tank, solar panel,  
shack, pipeline pump station. Well  
pad 300 feet by 300 feet.



Photo #EMM39-103

Route AT-85

UTM 0740767 4582243

5/16/01

Route AT-85 runs north from its junction with AT-130. Gas well to the west.



Photo #EMM39-89

Route AT-85

UTM 0740712 4583386

5/16/01

Route AT-85 runs south from its junction with AT-92 and AT-95. End of route.

Route AT-86A

Constructed but obliterated and revegetated.  
Not maintained.  
40 feet wide.  
Not driveable.  
No use.

This abandoned spur route to a plugged and abandoned well has been mechanically obliterated and reseeded



Photo #EMM40-22

Route AT-86A  
UTM 0739228 4579013  
5/17/01

Route AT-86A runs west from its  
junction with AT-86.



Photo #EMM40-24

Route AT-86A  
UTM 0738689 4578995  
5/17/01

End of route at dry hole: Celsius  
Energy Jeep Trail #3, plugged and  
abandoned 8/3/94. Well pad  
300X300 feet.

## Route AT-86

Constructed.

Not maintained.

20 feet wide.

2 wheel drive to photopoint emm40-25; 4 wheel drive required north of this point.

Light to very light use.

This improved gravel road accessed now-abandoned wells. It should have been obliterated and revegetated by the lessees upon the abandonment of their wells, but these obligations were not fulfilled. The route currently serves no purpose.



Photo #EMM40-20

Route AT-86

UTM 0739433 4578182

5/17/01

Route AT-86 runs north from its junction with AT-27.



Photo #EMM40-23

Route AT-86

UTM 0739228 4579013

5/17/01

View of AT-86 northward from its junction with AT-86A. This view is typical of the early stretches of the route.



Photo #EMM40-25

Route AT-86  
UTM 0739111 4580198  
5/17/01

Route is in rough condition here.  
4 wheel drive required beyond  
this point.



Photo #EMM40-26

Route AT-86  
UTM 0739130 4580510  
5/17/01

Route is now rutted and in poor  
condition.



Photo #EMM40-27

Route AT-86  
UTM 0739236 4581415  
5/17/01

Faded sign: "Limited Use Area -  
Vehicles Limited to Designated  
Roads and Trails." Note - without  
identification of which roads and  
trails are "designated," this sign is  
meaningless.



Photo #EMM40-28

Route AT-86  
UTM 0737547 4582002  
5/17/01

Revegetation strip, 60m long, leads to plugged and abandoned well: Amoco Willow Reservoir Unit #5. End of Route AT-86; revegetated Route AT-87 continues northwest.

#### Route AT-87

Constructed but obliterated and revegetated.

Not maintained.

20 feet wide.

4 wheel drive to not driveable.

Very light use as far as junction with AT-89; no use nrth of this point.

This gravel trunk road once served two wells, since plugged and abandoned. The road itself was mechanically obliterated and revegetated, and now is abandoned.



Photo #EMM40-29

Rt. AT-87  
UTM 0737521 4582072  
5/17/01

Route AT-87 runs northwest from its beginning at the Amoco Willow Reservoir Unit #5.



Photo #EMM40-30

Route AT-87  
UTM 0737218 4583003  
5/17/01

Route is very primitive; this is its typical condition beyond Willow Reservoir Unit #5. Very light use.



Photo #EMM40-33

Route AT-87  
UTM 0735631 4584135  
5/17/01

Typical condition of revegetated route; no use here.



Photo #EMM40-34

Route AT-87  
UTM 0735342 4584674  
5/17/01

Dry hole: Ladd Petroleum, Total Depth 10,040 ft.



Photo #EMM40-35

Route AT-87  
UTM 0735367 4585052  
5/17/01

Route AT-87 runs north from its junction with revegetation strip AT-90.



Photo #EMM40-37

Route AT-87  
UTM 0735795 4587202  
5/17/01

Wash crosses route, a vehicular impasse.



Photo #EMM40-38

Route AT-87  
UTM 0736172 4587202  
5/17/01

Route ends at dry hole: Phillips Petroleum Nix State 1-36. Old well pad is 300X300 feet.

Route AT-87A

Not constructed.  
Not maintained.  
6 feet wide.  
4 wheel drive.  
No use.

This abandoned spur route once accessed a camping spot, now isolated due to the obliteration of AT-87.



Photo #EMM40-41

Route AT-87A  
UTM 0735796 4586961  
5/17/01

Route AT-87A runs north from its  
junction with AT-87.



Photo #EMM40-40

Route AT-87A  
UTM 0735771 4587195  
5/17/01

Typical view of route.



Photo #EMM40-39

Route AT-87A  
UTM 0735778 4587349  
5/17/01

Route ends at old camping spot.

#### Route AT-88

Not constructed.  
Not maintained.  
No width or driveability  
No use.  
This route does not exist.

This former jeep trail, although shown on the USGS Barrel Springs SW quad, no longer exists on the ground.



Photo #EMM40-45

Rt. AT-88  
UTM 0737491 4582236  
5/17/01

No sign of the jeep trail at this location.

Route AT-89

Not constructed.  
Not maintained.  
6 feet wide.  
4 wheel drive.  
Very light use.

This jeep trail climbs over a rise from AT-87.



Photo #EMM40-31

Route AT-89  
No UTM  
5/17/01

Jeep trail AT-89 departs from  
AT-87.



Photo #EMM40-43

Route AT-89  
UTM 0736650 4583583  
5/17/01

Route fades out southbound.



Photo #EMM40-44

Route AT-89  
UTM 0736584 4583705  
5/17/01

Route in its best condition atop  
hill.



Photo #EMM40-32

Route AT-89  
UTM 0736674 4583931  
5/17/01

Northern junction of AT-89 with  
AT-87 has the appearance of a  
one-time-use track.

Route AT-89A

Not constructed.  
Not maintained.  
6 feet wide.  
4 wheel drive.  
Very light use.

This dead-end two-track appears to have no purpose.



Photo #EMM40-51

Route AT-89A  
UTM 0737329 4577579  
5/17/01

Two-track departs northward from  
AT-27.



Photo #EMM40-52

Route AT-89  
UTM 0737206 4577724  
5/17/01

Route ends at wash crossing.

## Route AT-89B

Not constructed.

Not maintained.

6 feet wide.

4 wheel drive.

Very light use to N-T Reservoir; no use north of this point.

This jeep trail, according to the USGS Barrel Springs SW quad, makes a semi-loop around upper West Haystack Creek to rejoin AT-30 east of Manuel Gap. In fact, the route dead ends farther north in the basin. It visits N-T Reservoir early on.



Photo #EMM44-16

Route AT-89B

UTM 0735191 4576667

5/21/01

Route AT-89B departs northward from AT-30 at the east end of the route. Route is well-reclaimed here.



Photo #EMM44-17

Route AT-89B

UTM 0735145 4577053

5/17/01

N-T Reservoir. Sound, holds water. Constructed but not maintained, dam is 120 feet long and camouflaged by sagebrush.



Photo #EMM44-18

Route AT-89B  
UTM 0735145 4577053  
5/21/01

Route departs westward from  
N-T Reservoir.



Photo #EMM44-19

Route AT-89B  
UTM 0734172 4578234  
5/21/01

Erosion 1½ to 2 feet deep in one  
track.



Photo #EMM44-20

Route AT-89B  
UTM 0734464 4578938  
5/21/01

Typical condition of Route  
AT-89B.



Photo #EMM44-21

Route AT-89B  
UTM 0734109 4580709  
5/21/01

Route is well-reclaimed. This view is ear the abandoned mapped route that loops back to AT-30 (no wash crossing is available to reach it). No use.



Photo #EMM44-22

Route AT-89B  
UTM 0732639 4581824  
5/21/01

Route is deeply eroded here.



Photo #EMM44-23

Route AT-89B  
UTM 0731560 4582617  
5/21/01

Route fades out and becomes a wild horse trail.



Photo #EMM44-24

Route AT-89B

UTM 0729706 4579293

5/21/01

This is the location of the mapped west intersection of AT-89B with AT-30. There is no sign of this part of the route on the ground.

Route AT-90

Constructed but obliterated and revegetated.  
Not maintained.  
25 feet wide.  
Not driveable.  
No use.

This abandoned and reclaimed road served a plugged and abandoned well.



Photo #EMM40-36

Route AT-90  
UTM 0735367 4585052  
5/17/01

Revegetation strip AT-90 runs  
west from its junction with  
AT-87.



Photo #EMM40-42

Route AT-90  
UTM 0734485 4585523  
5/17/01

End of route at dry hole: Phillips  
Petroleum Fee Immigrant Trail  
#3. Well pad 300X300 feet.

Route AT-91

Constructed but obliterated and revegetated.  
Not maintained.  
25 feet wide.  
Not driveable.  
No use.

This abandoned and reclaimed road served a plugged and abandoned well site. Apparently, this site was prepared for a well that was never drilled, then abandoned and obliterated.



Photo #EMM40-1

Route AT-91  
UTM 0740788 4581128  
5/17/01

Revegetated Route AT-91 departs from AT-85. Sign reads, "No Unauthorized personnel Construction in Progress."



Photo #EMM40-2

Route AT-91  
UTM 0740287 4581069  
5/17/01

End of route at dry hole: Phillips Petroleum Fee Immigrant Trail #3. Well pad 300X300 feet.



Photo #EMM40-3

Route AT-91  
UTM 0740017 4580964  
5/17/01

Route ends at reclaimed drilling  
pad with no sealed well pipe. Pad  
is 300X300 feet.

#### Route AT-92

Constructed but obliterated and revegetated.  
Not maintained.  
50 feet wide.  
Not driveable.  
No use.

This route is a dead-end spur route to an abandoned well site that has been mechanically reclaimed.



Photo #EMM39-88

Rt. AT-92  
UTM 0740712 4583386  
5/17/01

Reclaimed route runs west from  
AT-85.



Photo #EMM39-91

Route AT-92

UTM 0739554 4584026

5/16/01

Water-control blading to east approximately 10m long.



Photo #EMM39-92

Route AT-92

UTM 0739638 4584692

5/17/01

End of route at abandoned well site: Upper Willow Reservoir #12, plugged and abandoned 10/2/00. Well pad 300X300 feet.

Route AT-93

Constructed but obliterated and revegetated.  
Not maintained.  
25 feet wide.  
Not driveable.  
No use.

This abandoned and reclaimed road served a plugged and abandoned well site.



Photo #EMM39-90

Route AT-93  
UTM 0740261 4583477  
5/16/01

Older revegetation strip, predating  
AT-92, departs to the southwest.



Photo #EMM39-99

Route AT-93  
UTM 0739825 4583265  
5/16/01

Wash crossing. Difficult or  
impassable for vehicles.



Photo #EMM39-98

Route AT-93

UTM 0739499 4582987

5/16/01

Looking back along reclaimed route from the well pad at its end.



Photo #EMM39-97

Route AT-93

UTM 0739499 4582987

5/17/01

End of route at abandoned well site: Upper Willow Reservoir #11, plugged and abandoned 2/20/93. Well pad 600 feet in diameter.

Route AT-94

Not constructed.  
Not maintained.  
6 feet wide.  
4 wheel drive.  
No use.

This abandoned jeep trail is now isolated by the reclamation of Route AT-92. It no longer receives any use.



Photo #EMM39-93

Route AT-94  
UTM 0739490 4584518  
5/16/01

Old jeep trail departs westward  
from AT-92.



Photo #EMM39-94

Route AT-94  
UTM 0739265 4584644  
5/16/01

View typical of route.



Photo #EMM39-95

Route AT-94

UTM 0739022 4584670

5/16/01

Occasional traces remain of the route. View east from its end.



Photo #EMM39-96

Route AT-93

UTM 0739499 4582987

5/17/01

End of route; it devolves into a horse trail at this point.

Route AT-95

Route not constructed; pipeline parallelling it was constructed.

Not maintained.

6 feet wide (Pipeline right of way 25 feet wide).

4 wheel drive.

Very light use.

This route follows a pipeline to the east of the Haystacks; it forms the northeast boundary of the proposed Adobe Town WSA expansion.



Photo #EMM39-87

Route AT-95

UTM 0740712 4583386

5/16/01

Unimproved route and pipeline AT-95 run north from the end of AT-85.



Photo #EMM39-83

Route AT-95

UTM 0740683 4584667

5/16/01

View north from junction with AT-95A. This view is typical for the route; pipeline is just to the east.



Photo #EMM39-82

Route AT-95  
UTM 0740974 4585413  
5/16/01

Pipeline right of way crosses wash; no sign of pipe.



Photo #EMM39-81

Route AT-95  
UTM 0740936 4586373  
5/16/01

Typical condition of route and pipeline along this stretch.



Photo #EMM39-78

Route AT-95  
UTM 0738845 4588841  
5/17/01

Route and pipeline in typical condition.



Photo #EMM39-77

Route AT-95  
UTM 0737067 4589931  
5/16/01

Route AT-95 runs southeast from  
its junction with Pipeline AT-97.



Photo #EMM39-76

Route AT-95  
UTM 0737067 4589931  
5/16/01

Route AT-95 runs north, away  
from the proposed Adobe Town  
WSA expansion.

Route AT-95A

Not constructed.  
Not maintained.  
6 feet wide.  
4 wheel drive.  
Very light use.

This jeep trail is a dead end spur, and appears to serve no purpose.



Photo #EMM39-84

Route AT-95A  
UTM 0740675 4584645  
5/16/01

Unimproved route runs southwest  
from AT-95.



Photo #EMM39-86

Route AT-95A  
UTM 0740522 4584592  
5/16/01

View northeast along AT-95A  
from the end of the route.



Photo #EMM39-85

Route AT-95A  
UTM 0740522 4584592  
5/16/01

View southwest from the end of  
AT-95A.

#### Route AT-96

Not constructed.  
Not maintained.  
6 feet wide.  
4 wheel drive.  
Very light to no use.

This jeep trail makes a circuit around the north side of the Haystacks. It receives very little use.



Photo #EMM39-72

Rt. AT-96  
UTM 0740712 4583386  
5/16/01

View east from the cutoff to  
AT-96.



Photo #EMM39-71

Route AT-96  
UTM 0736944 4589772  
5/16/01

Cutoff route runs north from  
AT-96 to AT-95.



Photo #EMM39-73

Route AT-96  
UTM 0736944 4589772  
5/16/01

Illegal user-created trail on bad-  
lands near junction.



Photo #EMM39-74

Route AT-96  
UTM 0736944 4589772  
5/17/01

Route runs west from cutoff to  
AT-95.



Photo #EMM39-70

Route AT-96  
UTM 0733906 4589206  
5/16/01

Long-reclaimed two-track (at right) runs southeast from AT-96.



Photo #EMM39-69

Route AT-96  
UTM 0733425 4589171  
5/16/01

Typical view of this segment of the route.



Photo #EMM39-68

Route AT-96  
UTM 0736944 4589772  
5/17/01

Impasse at wash crossing.



Photo #EMM39-67

Route AT-96  
UTM 0733425 4589171  
5/16/01

Long drive-around runs south to the base of the Haystacks to avoid impassable wash.



Photo #EMM39-50

Route AT-96  
UTM 0730882 4588020  
5/16/01

Impasse at wash crossing. Bypass route is farther north.



Photo #EMM39-37

Route AT-96  
UTM 0730366 4587762  
5/17/01

Old AT-96 runs east from junction with AT-102 toward impassable wash crossing. It receives no use.



Photo #EMM39-52

Route AT-96  
UTM 0730384 4588046  
5/16/01

AT-96 bypass route runs east  
from AT-102.



Photo #EMM39-53

Route AT-96  
UTM 0730849 4588051  
5/16/01

View west on AT-96 bypass from  
junction with original AT-96  
route.



Photo #EMM39-54

Route AT-96  
UTM 0730849 4588051  
5/17/01

Junction of AT-96 (at left) with  
AT-99.



Photo #EMM39-16

Route AT-96  
UTM 0729557 4587310  
5/16/01

Route ahead disappears, becoming a wild horse trail.



Photo #EMM39-17

Route AT-96  
UTM 0729557 4587310  
5/16/01

Bypass route to east becomes main AT-96 track.



Photo #EMM39-15

Route AT-96  
UTM 0729557 4587310  
5/17/01

Abandoned jeep trail joins from the west. It receives no use. Possibly an old seismograph trail.



Photo #EMM39-14

Route AT-96  
UTM 0729481 4587225  
5/16/01

View east on AT-96 from its  
junction with AT-104.



Photo #EMM39-12

Route AT-96  
UTM 0728799 4587315  
5/16/01

Impasse with long drive-around to  
the south.



Photo #EMM39-11

Route AT-96  
UTM 0728585 4587361  
5/17/01

Route typical for this segment.



Photo #EMM39-10

Route AT-96  
UTM 0726700 4587188  
5/16/01

Route AT-96 joins Pipeline  
AT-97 right of way briefly.



Photo #EMM39-6

Route AT-96  
UTM 0726060 4586769  
5/16/01

Route splits near pipeline, view  
northeast on main leg of AT-96.



Photo #EMM39-7

Route AT-96  
UTM 0726060 4586769  
5/16/01

Cutoff route to pipeline AT-97.  
Very light use.



Photo #EMM39-3

Route AT-96  
UTM 0725421 4585252  
5/16/01

Difficult crossing due to erosion  
beyond wash.



Photo #EMM39-2

Route AT-96  
UTM 0724636 4584087  
5/16/01

Route in its best condition.



Photo #EMM39-1

Route AT-96  
UTM 0721824 4582602  
5/16/01

Erosion with drive-around route  
now follows Pipeline AT-97.



Photo #EMM38-51

Route AT-96  
UTM 0721448 4582121  
5/15/01

Route AT-96 departs from route  
AT-30.

#### Pipeline AT-97

Constructed.  
Not maintained.  
50 feet wide right-of-way.  
Not driveable.  
In use.

This pipeline arcs north of The Haystacks. It forms the north boundary of the proposed Adobe Town WSA expansion..



Photo #EMM39-75

Rt. AT-97  
UTM 0737067 4589931  
5/16/01

View west along pipeline from its  
junction with Route AT-95.



Photo #EMM39-65

Route AT-97  
UTM 0733066 4590193  
5/16/01

Pipeline runs east from its  
junction with AT-98.



Photo #EMM39-66

Route AT-97  
UTM 0733066 4590193  
5/16/01

Pipeline runs west from its  
junction with AT-98.



Photo #EMM39-10

Route AT-97  
UTM 0726700 4587188  
5/17/01

Pipeline runs in tandem with route  
AT-96.



Photo #EMM39-9

Route AT-97

UTM 0726047 4586962

5/16/01

Pipeline runs east in tandem with  
Route AT-96.



Photo #EMM39-8

Route AT-97

UTM 0726047 4586962

5/16/01

Pipeline runs west from the point  
where it joins Route AT-96.

Route AT-98

Not constructed.  
Not maintained.  
6 feet wide.  
4 wheel drive.  
Very light use.

This jeep trail runs south to a camping site at the base of the Haystacks.



Photo #EMM39-64

Route AT-98  
UTM 0733253 4589742  
5/16/01

Route is eroded and deeply rutted.  
Double trailing.



Photo #EMM39-63

Route AT-98  
UTM 0733253 4589742  
5/16/01

Abandoned and eroded route  
swings west. No use.



Photo #EMM39-60

Route AT-98  
UTM 0733248 4589122  
5/16/01

View north along AT-98 from its junction with AT-96.



Photo #EMM39-61

Route AT-98  
UTM 0733248 4589122  
5/16/01

View south along AT-98 from its junction with AT-96.



Photo #EMM39-62

Route AT-98  
UTM 0733306 4588923  
5/17/01

Route ends at camp spot.

Route AT-99

Not constructed.  
Not maintained.  
6 feet wide.  
4 wheel drive.  
Very light use.

This jeep trail runs southeast from AT-96 to a camping site at the base of the Haystacks.



Photo #EMM39-54

Route AT-99  
UTM 0730849 4558051  
5/16/01

Route AT-99 (at right) splits away  
from AT-96.



Photo #EMM39-55

Route AT-99  
UTM 0730929 4588024  
5/16/01

View southeast along AT-99 from  
its junction with AT-101.



Photo #EMM39-59

Route AT-99

UTM 0731206 4587861

5/16/01

Perhaps once a vehicle route, this way is now a wild horse trail.



Photo #EMM39-58

Route AT-99

UTM 0731406 4587815

5/16/01

Route AT-99 ends in a cove among The Haystacks.

Route AT-100

Not constructed.  
Not maintained.  
6 feet wide.  
4 wheel drive.  
Very light use.

This jeep trail runs to the top of the Haystacks, ending at a campsite.



Photo #EMM39-36

Route AT-100  
UTM 0730366 4587762  
5/16/01

Route AT-100 departs southeast  
from its junction with AT-96 and  
AT-102.



Photo #EMM39-38

Route AT-100  
UTM 0730534 4587648  
5/16/01

Double trailing as seen here is  
typical for Route AT-100.



Photo #EMM39-39

Route AT-100  
UTM 0730882 4587040  
5/16/01

Route in its best shape.



Photo #EMM39-40

Route AT-100  
UTM 0730763 4586661  
5/16/01

Route AT-100A (at left) splits  
away from AT-100.



Photo #EMM39-41

Route AT-100  
UTM 0730326 4586219  
5/17/01

Double trailing. Route is very  
rocky here.



Photo #EMM39-42

Route AT-100  
UTM 0730337 4586146  
5/16/01

Route ends at camp spot.

#### Route AT-100A

Not constructed.  
Not maintained.  
6 feet wide.  
4 wheel drive.  
Very light use.

This spur route runs from AT-100 to a more easterly camp spot atop The Haystacks.



Photo #EMM39-40

Rt. AT-100A  
UTM 0730763 4586661  
5/16/01

Route AT-100A (at left) splits  
away from AT-100.



Photo #EMM39-43

Route AT-100A  
UTM 0730930 4586523  
5/16/01

Route AT-100A ends at an  
exposed camp spot.

#### Route AT-101

Not constructed.  
Not maintained.  
6 feet wide.  
4 wheel drive.  
No use.

This abandoned jeep trail was once a cutoff to AT-100, but gullying at its beginning has rendered it impassable.



Photo #EMM39-49

Rt. AT-100A  
UTM 0730932 4587984  
5/16/01

Impassable wash crossing leads  
AT-101 south from its junction  
with AT-99.



Photo #EMM39-48

Route AT-101  
UTM 0730899 4587569  
5/16/01

Cutoff trail hardly evident.



Photo #EMM39-47

Route AT-101  
UTM 0730899 4587569  
5/16/01

Cutoff trail deeply worn.



Photo #EMM39-46

Route AT-101  
UTM 0730885 4587222  
5/17/01

View north on AT-101 (at right)  
from its junction with AT-100.

Route AT-102

Originally constructed, but obliterated and revegetated.  
Not maintained.  
6 feet wide (revegetation strip is 30 feet wide).  
4 wheel drive.  
Very light use.

This abandoned and reclaimed route runs to a plugged well site.



Photo #EMM39-51

Route AT-102  
UTM 0730384 4588046  
5/16/01

View north on reclaimed drill pad  
route AT-102 from its junction  
with the bypass route of AT-96.



Photo #EMM39-34

Route AT-102  
UTM 0730364 4587760  
5/16/01

View south on AT-102 from AT-  
96; route is well-revegetated.



Photo #EMM39-35

Route AT-102  
UTM 0730366 4587762  
5/16/01

Route AT-102 runs south from its junction with AT-96. It is fully reclaimed.



Photo #EMM39-33

Route AT-102  
UTM 0730305 4587647  
5/16/01

Route end at dry hole: Amoco  
Emigrant Trail #2.

Route AT-103

Not constructed.  
Not maintained.  
6 feet wide.  
4 wheel drive.  
No use.

This jeep trail runs to a cove among The Haystacks.



Photo #EMM39-30

Route AT-103  
UTM 0729670 4587339  
5/16/01

Origins of Route AT-103 are  
invisible at its junction with  
AT-96.



Photo #EMM39-25

Route AT-103  
UTM 0729757 4587244  
5/16/01

Typical condition of AT-103.



Photo #EMM39-24

Route AT-103  
UTM 0729842 4587152  
5/16/01

Cutoff route runs north from  
AT-103.



Photo #EMM39-23

Route AT-103  
UTM 0729991 4586972  
5/16/01

Route ends in cove.

Route AT-104

Not constructed.  
Not maintained.  
6 feet wide.  
4 wheel drive.  
No use.

This jeep trail runs to the base of the Haystacks, then devolves into single-track trails.



Photo #EMM39-13

Route AT-104  
UTM 0729481 4587225  
5/16/01

Route AT-104 departs southeast  
from its junction with AT-96.



Photo #EMM39-18

Route AT-104  
UTM 0729352 4587166  
5/16/01

Impasse along route.



Photo #EMM39-19

Route AT-104  
UTM 0729252 4587038  
5/16/01

Route is most evident at hill climb.



Photo #EMM39-21

Route AT-104  
UTM 0728955 4586869  
5/16/01

View northeast from the end of AT-104.



Photo #EMM39-20

Route AT-104  
UTM 0728955 4586869  
5/17/01

View southwest from the end of AT-104. Route devolves into game trails.

Route AT-105

Not constructed.  
Not maintained.  
8 feet wide.  
Not driveable.  
Very light use.  
No vehicle way exists here

This route represents damage from off-trail driving by heavy equipment.



Photo #EMM39-4

Route AT-105  
UTM 0726117 4586692  
5/16/01

Begin off-trail heavy equipment  
damage, departing from AT-96.



Photo #EMM39-5

Route AT-105  
No UTM  
5/16/01

Damage ends atop knob.

Pipeline AT-106

Constructed.  
Not maintained.  
25 foot wide right-of-way.  
Not driveable.  
In use.

This pipeline forms part of the north boundary of the proposed Adobe Town WSA expansion.



Photo #EMM39-1

Route AT-106  
UTM 0721824 4582602  
5/16/01

Pipeline crosses Route AT-96.



Photo #EMM38-47

Route AT-106  
UTM 0721281 4582183  
5/15/01

Natural gas pipeline runs north-east from its junction with AT-30.



Photo #EMM38-48

Route AT-106  
UTM 0721281 4582183  
5/21/01

Pipeline runs west from its junction with AT-30.



Photo #EMM44-33

Route AT-106  
UTM 0718674 4578244  
5/21/01

View north at pipeline crossing of AT-109.



Photo #EMM44-56

Route AT-106  
UTM 0718750 4576322  
5/21/01

Pipeline crossing of Route AT-108. View south.



Photo #EMM44-26

Route AT-106  
UTM 0718874 4579510  
5/21/01

Pipeline meets Route AT-110.



Photo #EMM44-27

Route AT-106  
UTM 0718636 4579239  
5/21/01

Solar array. Pipeline swings due south, away from AT-110.

Route AT-107

Not constructed.  
Not maintained.  
6 feet wide.  
4 wheel drive.  
Very light use.

This dead-end jeep trail runs north from AT-30 for ½ mile to reach an overlook.



Photo #EMM43-5

Route AT-107  
UTM 0722000 4851607  
5/20/01

Route AT-107 departs northeast  
from its junction with AT-30.



Photo #EMM43-7

Route AT-107  
UTM 0722034 4581773  
5/20/01

Route is badly gouged out here.



Photo #EMM43-8

Route AT-107  
UTM 0722036 4582305  
5/20/01

Route ends atop point.

#### Route AT-108

Not constructed.  
Not maintained.  
6 feet wide.  
4 wheel drive.  
Very light use.

This jeep trail follows the ridgetops southwest from AT-30.



Photo #EMM43-10

Rt. AT-108  
UTM 0721967 4581472  
5/20/01

Route AT-108 runs southwest  
from its junction with AT-30.



Photo #EMM44-47

Route AT-108  
UTM 0721522 4581231  
5/21/01

Route is rocky and rough here.



Photo #EMM44-48

Route AT-108  
UTM 0721035 4580659  
5/21/01

The original route is eroded here;  
note drive-around at left.



Photo #EMM44-49

Route AT-108  
UTM 0720802 4579534  
5/21/01

2 ½ foot dropoff at wash crossing;  
impasse, drive-around to south-  
east.



Photo #EMM44-40

Route AT-108  
UTM 0720747 4597405  
5/21/01

Route AT-108 runs northeast  
from its junction with AT-109.



Photo #EMM44-41

Route AT-108  
UTM 0720747 4597405  
5/21/01

Route AT-108 runs southwest  
from its junction with AT-109.



Photo #EMM44-50

Route AT-108  
UTM 0720530 4579143  
5/21/01

Route AT-108 in its best  
condition.



Photo #EMM44-54

Route AT-108  
UTM 0719989 4578029  
5/21/01

Impasse at wash crossing; drive-arounds to southeast.



Photo #EMM44-51

Route AT-108  
UTM 0720062 4577705  
5/21/01

Northeast leg of drive-around (at left) splits away from former route.



Photo #EMM44-52

Route AT-108  
UTM 0720030 4577705  
5/21/01

Bypass route in its typical poor condition.



Photo #EMM44-53

Route AT-108  
UTM 0719818 4577642  
5/21/01

Bypass route (invisible, at right)  
rejoins original route of AT-108.



Photo #EMM44-55

Route AT-108  
UTM 0719493 4576322  
5/21/01

Natural pond beside route.



Photo #EMM44-57

Route AT-108  
UTM 0718750 4576322  
5/21/01

Route AT-108 runs southwest  
from the crossing of Pipeline  
AT-106.



Photo #EMM44-58

Route AT-108  
UTM 0716099 4574309  
5/21/01

Typical view of this stretch of AT-108. Note evidence of heavy equipment traffic.



Photo #EMM44-59

Route AT-108  
UTM 0714086 4571789  
5/21/01

Route AT-112 (at left) splits away from AT-108.



Photo #EMM44-60

Route AT-108  
UTM 0713872 4571514  
5/21/01

Route AT-108 ends at a spring.

Route AT-109

Not constructed.

Not maintained.

6 feet wide.

4 wheel drive.

No use between AT-110 and AT-108; very light use between AT-108 and AT-30.

This jeep trail offers a linkage between AT-110 and AT-30. It receives very little use.



Photo #EMM44-29

Route AT-109

UTM 0716592 4577825

5/21/01

Very faint origins of AT-109, departing south from AT-110.



Photo #EMM44-32

Route AT-105

UTM 0716939 4578290

5/21/01

Erosion and stream wash following track is characteristic of this segment.



Photo #EMM44-34

Route AT-109  
No UTM  
5/21/01

Route AT-109 runs northeast  
from the crossing of Pipeline  
AT-106.



Photo #EMM44-36

Route AT-109  
UTM 0719123 4578665  
5/21/01

Route AT-109 in its best  
condition for this stretch.



Photo #EMM44-37

Route AT-109  
UTM 0719349 4578918  
5/21/01

Difficult wash crossing.



Photo #EMM44-38

Route AT-109  
UTM 0719925 4579692  
5/21/01

Route is well-reclaimed at this point.



Photo #EMM44-39

Route AT-109  
UTM 0720600 4579526  
5/21/01

Wash crossing, impassable to vehicles.



Photo #EMM44-43

Route AT-109  
UTM 0720747 4579405  
5/21/01

View west on AT-109 from its junction with AT-108.



Photo #EMM44-42

Route AT-109  
UTM 0720747 4579405  
5/21/01

View east on AT-109 from its  
junction with AT-108.



Photo #EMM44-44

Route AT-109  
UTM 0721724 4579268  
5/21/01

Typical view of this stretch of  
AT-109.



Photo #EMM44-45

Route AT-109  
UTM 0722405 4579268  
5/21/01

Route AT-109 in its best  
condition.



Photo #EMM44-46

Route AT-109

UTM 0723222 4579484

5/21/01

View est on AT-109 from its  
junction with AT-30.

Reservoir AT-201

Constructed  
No maintenance  
150 foot dam.  
Not driveable.  
In use

Sand Hill Reservoir, sound and holds water. Erosion is beginning around north corner.



Photo #EMM45-44

Reservoir AT-201  
UTM 0724295 4560402  
5/22/01

Sand Hill Reservoir. No access  
route exists to it.

Reservoir AT-202

Constructed  
Not maintained  
200 foot dam.  
Not driveable.  
In use

East Cow Creek Reservoir, sound and holds water. Gullying out on north corner.



Photo #EMM45-22

Reservoir AT-202  
UTM 0722738 4577149  
5/19/01

East Cow Creek Reservoir. No  
access road exists.

## Reservoir AT-203

Constructed.  
 Not maintained.  
 150 foot dam.  
 Not driveable.  
 In use.

No Name Reservoir (T13N R97W S7 NE1/4), sound and holds water. Within the WSA.



Photo #EMM46-9

Reservoir AT-203  
 UTM 0721352 4555352  
 5/23/01

No Name Reservoir. No access  
 route exists.

## Route AT-204

Constructed.  
 Not maintained.  
 80 foot dam.  
 Not driveable.  
 In use.

Miserable Reservoir. Sound, with water. Within WSA.

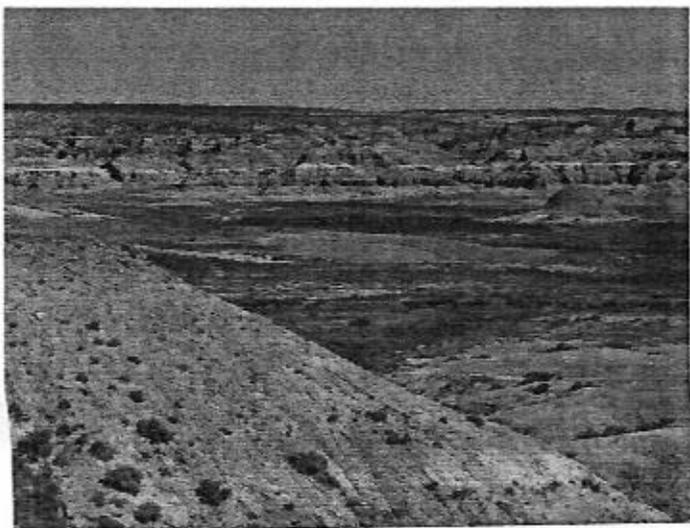


Photo #EMM46-15

Route AT-204  
 UTM 0722270 4552392  
 5/23/01

Miserable Reservoir. No access  
 road exists.

Reservoir AT-2035  
Constructed  
No maintenance  
200 foot dam.  
Not driveable.  
No use

Adobe Butte Reservoir. Inoperable, holds no water. Within WSA.



Photo #EMM46-28

Reservoir AT-205  
UTM 0727442 4554070  
5/23/01

Although once a check dam, Adobe Butte Reservoir no longer holds water.

Reservoir AT-202

Constructed  
Not maintained  
200 foot dam.  
Not driveable.  
In use

East Cow Creek Reservoir, sound and holds water. Gullying out on north corner.



Photo #EMM56-10

Reservoir AT-206  
UTM 0722556 4549284  
6/2/01

Nameless reservoir. Blends in with surrounding landscape.

Reservoir AT-207

Constructed.  
Not maintained.  
100 foot dam.  
Not driveable.  
In use.

Salazar Reservoir southeast of Salazar Butte. Sound, holds water.



Photo #EMM42-46

Reservoir AT-207  
UTM0745155 4572965  
5/19/01

Salazar Reservoir. This reservoir is hidden in a pocket among low badland buttes and cannot be seen except from its banks.