

H-6300-1-WILDERNESS INVENTORY MAINTENANCE

APPENDIX A – PERMANENT DOCUMENTATION FILE

The permanent documentation file should include the following:

1. **Inventory Area Evaluation:** Appendix B.
2. **Route Analysis:** Appendix C.
3. **Inventory Maps:** Inventory maps used in conducting and documenting findings of wilderness inventories must be retained. Maps should depict the area name or number, boundary, and any photo points.
4. **Photo Documentation:** Documentation could include a descriptive log and photographs (Appendix D).
5. **Miscellaneous:** Include additional notes, forms, and documents.

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APPENDIX B – INVENTORY AREA EVALUATION

Evaluation of Current Conditions:

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

- 2) Consider relevant information regarding current conditions available in the office to identify and describe any changes to the existing information use interdisciplinary team knowledge, aerial photographs, field observations, maps, etc., and document your findings on Form 2, below. Document current conditions regarding wilderness characteristics, as opposed to potential conditions that may result from a future planning decision.

Conduct field reviews as necessary to verify information and to ascertain current conditions. Reach conclusions on current conditions including boundaries, size of areas and presence or absence of wilderness characteristics. Fully explain the basis for each conclusion on Form 2, including any critical differences between BLM and citizen information.

Document your findings regarding current conditions for each inventoried area. Describe how the present conditions are similar to, or have changed from, the conditions documented in the original wilderness inventory. Document your findings on Form 2 for each inventory area. Cite to or attach data considered, including photographs, maps, GIS layers, field trip notes, project files, etc.

Gardner Mountain Wilderness Inventory Unit

The Gardner Mountain wilderness inventory unit is located north and east of the unincorporated community of Barnum and includes BLM administered lands east of the Gardner Mountain WSA. The larger contiguous parcel was modified to remove portions that contain maintained county roads. The unit consists of BLM-administered lands south of the Slip Road and north of Barnum and Brock roads. Though several two-tracks appear on aerial photos and 1:100Kmaps, the routes have not been verified for maintenance or use. The Wyoming Wilderness Coalition submitted a citizen's wilderness proposal that encompasses the WSA and lands just east of the WSA. Due to the presence of a citizen's proposal, rough topography, large size of the unit and lack of evidence of human modification of the landscape, approximately 23,200 acres of the Gardner Mountain unit are recommended for intensive inventory.

Citizen's Wilderness Proposal

A coalition of environmental conservation organizations, led by the Wyoming Wilderness Association, submitted "Wilderness at Risk – The Citizen's Wilderness Proposal for Wyoming BLM Lands" on February 13, 2004. The narrative report calls for additional protection to wildlands across the State of Wyoming. Within the High Plains District, Buffalo Field Office, the coalition proposes additions to Fortification Creek, Gardner Mountain, and North Fork WSAs. The map provided was sufficient to determine the boundaries of the citizen wilderness proposals (CWPs).

The BLM inventoried the area containing the Gardner Mountain CWP in 1979 and found that, outside of the WSA, the lands included within the CWP did not contain wilderness characteristics. The narrative describes natural resource values and outlines potential wilderness characteristics of the area. However, the CWP does not provide any new information regarding the wilderness values of the area that was not available during the prior inventories conducted by the BLM. Detailed information regarding the status of roads and other boundary features was not provided. A single photograph of the scenery was provided with the proposal, but photographic documentation of any new evidence was absent.

Note: The text of the "Wilderness At Risk" proposal estimates 18,785 acres but GIS analysis indicates that the CWP (derived from the map provided by the proponent) and WSA combined are approximately 16,600 acres (including the 6,423 acre WSA and 10,181 acres outside of the WSA).

Year 2012 Inventory Unit Number/Name Gardner Mountain (WY-060-201)

FORM 1

DOCUMENTATION OF BLM WILDERNESS INVENTORY FINDINGS ON RECORD

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

No Yes (if more than one unit is within the area, list the names/numbers of those units.)

a) Inventory Source: 1979 Gardner Mountain Wilderness Inventory

b) Inventory Unit Name(s)/Number(s): Gardner Mountain (WY-060-201)

c) Map Name(s)/Number(s): Kaycee 1:100K Quad

d) BLM District(s)/Field Office(s): High Plains District/Buffalo Field Office

2. BLM Inventory Findings on Record:

Existing inventory information regarding wilderness characteristics (if more than one BLM inventory unit is associated with the area, list each unit and answer each question individually for each inventory unit):

The BLM Buffalo Field Office conducted an inventory of wilderness characteristics in the Gardner Mountain area in 1978 and 1979 in accordance with the requirements of Section 603(c) of the Federal Lands Policy and Management Act (FLPMA). As a result of this study, the BLM determined that a portion of the Gardner Mountain area met the requirements of the wilderness study process. In total, 6,423 acres were recommended to Congress as a Wilderness Study Area (WSA) for further examination and were subsequently designated as the Gardner Mountain WSA. The BLM-administered lands outside of the WSA, including the acreage that constitutes the CWP, did not meet the wilderness inventory requirements (BLM, 1979). Table 1 summarizes the findings of the 1979 Gardner Mountain Wilderness Inventory. Figure 1 illustrates the administrative boundaries of the Gardner Mountain WSA and the CWP.

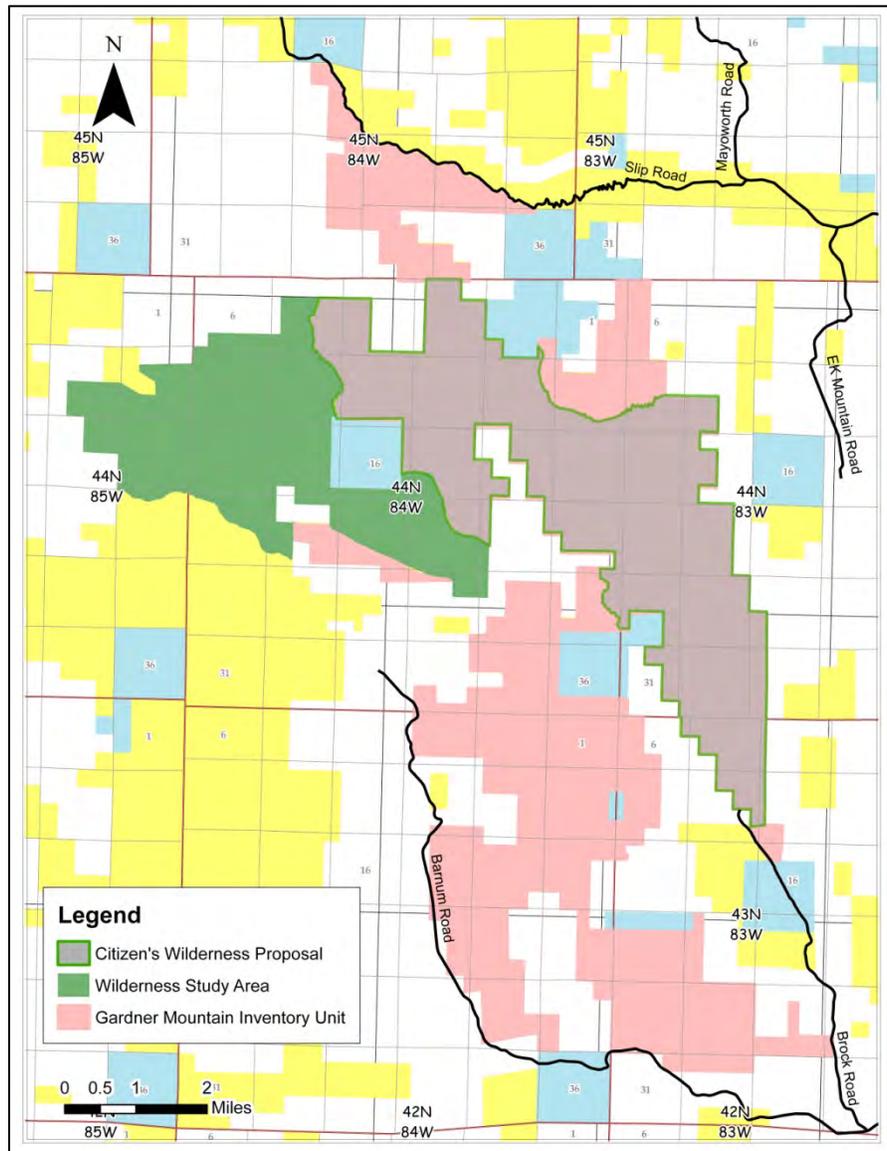
Table 1. Summary of Findings of 1979 Gardner Mountain Wilderness Inventory (BLM, 1979).

Unit#/Name	Size (historic acres)	Natural Condition? Y/N	Outstanding Solitude? Y/N	Outstanding Primitive & Unconfined Recreation? Y/N	Supplemental Values? Y/N
Gardner Mountain WSA	6,423	Yes	Yes	Yes	Yes

Gardner Mountain CWP*	10,181*	No	Yes	Yes	Yes
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* Calculated in ArcGIS 10.1.

Figure 1. Gardner Mountain Inventory Unit.



The Gardner Mountain WSA and the majority of the CWP (except for the portion of the CWP in T 43 N R 83 W) were inventoried in 1979. The remainder of the inventory unit, which includes approximately 13,000 additional acres of BLM administered lands north and south of the CWP, does not have a record of previous inventory. The current inventory unit was expanded to incorporate all contiguous BLM administered public lands south of the Slip Road, North of Barnum and Brock Roads and east of the Gardner Mountain Wilderness Study Area, a total of 23,380 acres.

FORM 2

Current Conditions: Presence or Absence of Wilderness Characteristics

a. Area Number/Name: Gardner Mountain Inventory Unit (WY-060-201, expanded)

Acreage: 23,380 acres

(1) Is the area of sufficient size?

Yes X No

The CWP is 10,181 acres and is separated from the Gardner Mountain WSA by a mechanically constructed road, in conjunction with land tenure (State of Wyoming parcel). The boundary road has been verified to be an existing constructed road passable to vehicles would be maintained by the BLM to allow access to stock water facilities. The CWP consists of BLM administered lands outside of the Gardner Mountain WSA in portions of T 44 N R 84 W Sections 2-5, 8-15, 22-25 and T 44 N R 83 Section 7-8, 17-20, 28-33 and T 43 N R 83 W Sections 5, 6 and 8. The CWP is located within Johnson County, Wyoming.

DESCRIPTION OF CURRENT CONDITIONS:

(Include land ownership, location, topography, vegetation features and summary of major human uses/activities).

Vegetation in the Gardner Mountain area includes ponderosa pine forests at higher elevations, herbaceous rangeland and shrubland. The topography is predominately steep mountain slopes with rock-outcroppings. Slopes exceed 25% in much of the area and can exceed 40%. Elevations within the unit range from 5,200 ft., along the Red Fork Powder River, to approximately 8,000 ft. near Ice Cave. An intermittent stream runs through Cottonwood canyon and the Red Fork Powder River intersects the far southeastern tip of the subunit.

The Gardner Mountain Inventory Unit contains bald eagle habitat, that has documented use, as well as habitat for golden eagles and northern goshawks. The southeastern corner of the unit and the eastern half of the unit are designated as areas important to sage-grouse. The northern portion of the unit is within elk winter range; the southern portion is within mule deer crucial winter range. Other wildlife present throughout the area include: pronghorn, raptors, small mammals, game birds, waterfowl, amphibians, and migratory birds.

The area contains numerous caves. Although inventory has not yet been completed, numerous bat and reptile species, including those listed as Wyoming BLM sensitive likely occupy the caves.

Limber pine (a BLM Wyoming sensitive species plant) occurs throughout northern half of the inventory unit. Habitat for Williams' wafer parsnip, another BLM Wyoming sensitive species plant, is scattered throughout the entire unit, with known populations located within the northwest corner of the unit.

Adjacent landowners include the Arndt/Turk Trusts, Blue Creek Ranch Company, Brock Livestock Company, Jim & Emory Forbes, The Graves Families, The Hepp Trust, Thomas Hirdes, James Mayer,

Powder River Reservoir Corporation, Ethel Rabel, Red Canyon Ranch, Glenn and Laurie Southwick, The Sutton Family Trust, Wheeler Land & Cattle Company, Ernest Wolcott and Peter & John Wold. Several residences are within 0.5 mile of the borders of the inventory unit.

The Citizen’s Wilderness Proposal sub-unit includes portions of eighteen grazing allotments. The allotments that comprise the largest portions of the inventory unit include: Dull Knife Pass (Allotment 12031); Red Fork (Allotment 12033); Red Canyon (Allotment 12051); Gardner Mt (South) (Allotment 02476); Beaver Creek Slope (Allotment 12157); Davis Draw (Allotment 12105) and Freeman Draw (Allotment 02391). Some of the lands in steep topography have been removed from grazing allotments because they are unsuitable for grazing.

A review of the State Engineer Office (SEO) of Wyoming database, topographic maps and aerial photography indicates that at least 15 stock water ponds exist within the inventory unit. An additional 9 reservoirs are located within one mile of the unit along routes that require maintenance over BLM administered surface.

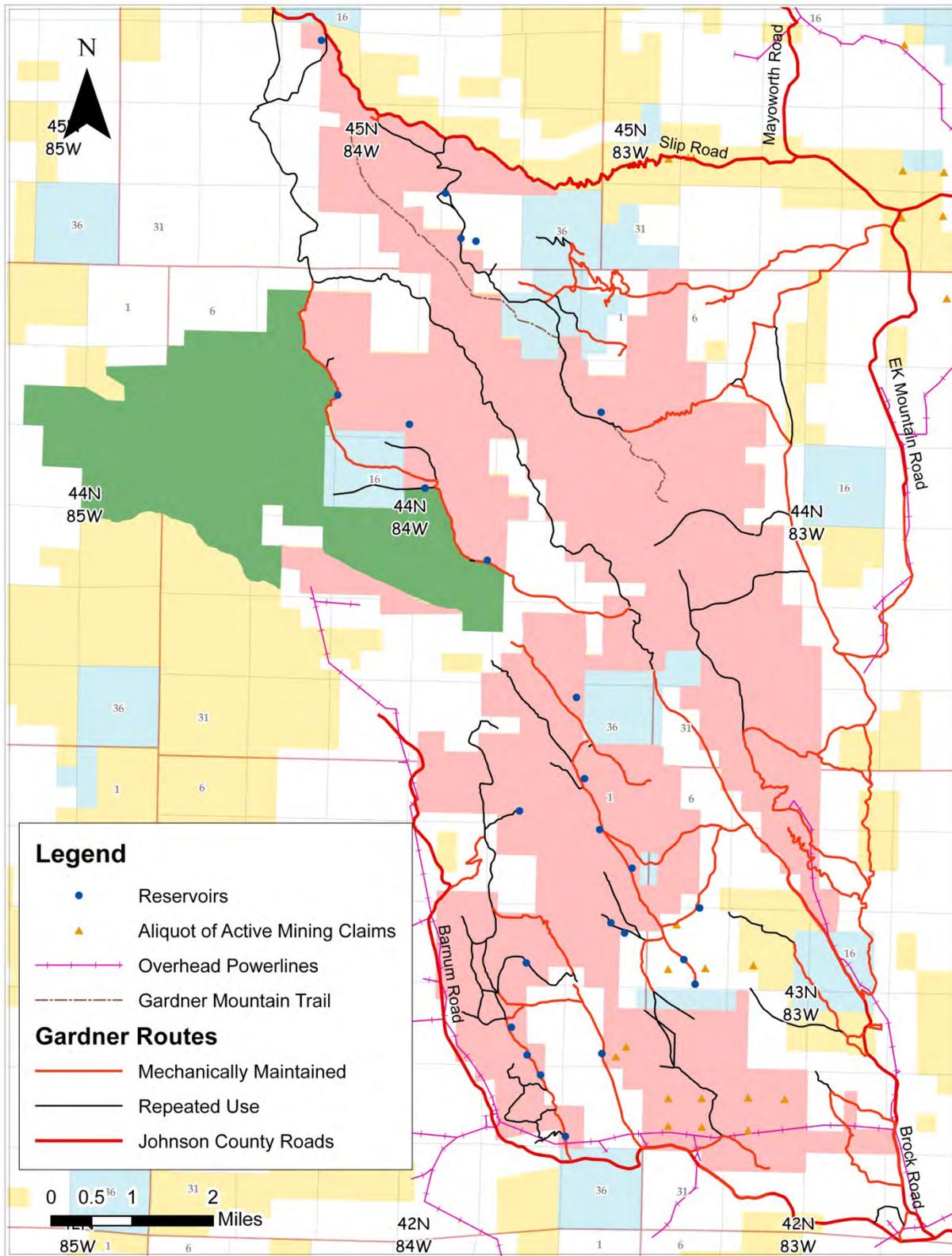
WYOGCC data does not show any historic or current oil and gas activity in the area. Three overhead powerlines maintained by the Powder River Energy Company are located at the southern end of the unit. Master Title Plats indicated that there are ten recorded rights-of-way within the unit.

Table 2. Rights-of-way in the Gardner Mountain Inventory Unit

ROW #	Applicant	Purpose
WYW-42905	DOI - BLM	Road
WYW-71755	RT Communications	Telephone Line
WYW-73165	Johnson County	Road
WYW-81521	Brock Hanson	Water Facility - Non - Energy
WYW-81571	Powder River Reservoir Corporation	Water Facility - Non - Energy
WYW-86104	Powder River Energy Corporation	Power Transmission
WYW-86243	Wheeler Land and Cattle Co.	Road
WYW-140453	DOI - BLM	Recreational Trail
WYW-169513	Blue Creek Ranch	Road
WYW-169932	Johnson County	Sand & Gravel Pit

Mining claim information is available to the nearest aliquot. Nine active mining claims exist within the southern portion of the inventory unit. An additional 4 claims are located within one mile of the unit along routes that require maintenance over BLM administered surface. Figure 2 illustrates documented development in the Gardner Mountain Inventory Unit.

Figure 2. Mining Claims, Stock Water Improvements, and Energy Transmission in the vicinity of the Gardner Mountain Inventory Unit



(2) Does the area appear to be natural?

Yes _____ No X _____ N/A _____

Description: A mechanically maintained and regularly used route separates the CWP from the WSA. Additionally, numerous examples of human disturbance exist along the roads and within the sub-unit. The highest levels of mineral development, water facilities, and infrastructure associated with residences (roads, power) are located within the southern portion of the unit. In addition, access roads to support timber activities and range management are located on BLM administered lands in the northern portion of the inventory unit. In total, approximately two dozen routes exist within the unit. While some of the routes have not been verified as mechanically maintained (meeting the wilderness road definition), the presence of numerous constructed or repeated use routes across the BLM administered surface detracts from both the naturalness of the area and from outstanding opportunities for solitude and primitive recreation. Most of these routes have been used by adjacent ranchers for multiple generations (BLM, 1979) for livestock management purposes, access to private lands, and maintenance of facilities. As such, the works of humans do not appear to be substantially unnoticeable to the average visitor throughout the majority of the inventory unit.

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

Yes _____ No X _____ N/A _____

Description: Portions of the inventory unit, particularly in the vicinity of the Gardner Mountain Trail, do have seasonal opportunities for solitude (winter/spring). However, opportunities for solitude are reduced by the presence of highly visible facilities (water tanks, residences, barns, etc.) on adjacent private land. Additionally, the inventory unit is one of the only areas with public access in Elk Area 34. As such, the area is a popular location for recreationists during hunting season. It is unlikely that one would not encounter another party during the fall. Motorized access to the southern portion of the inventory unit off of Barnum Road also decreases the opportunities for solitude along the top of the Red Wall. The solitude of the area is also compromised by frequent fly-overs from an adjacent private landowner with a nearby airstrip.

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

Yes X _____ No _____ N/A _____

Description: The unit has opportunities for primitive recreational activities. The WSA and surrounding area provides a challenging backdrop for hunting, and the elk herd is a particular draw for hunters willing to hike the steep terrain. The area also provides primitive opportunities for horseback riding and hiking. Public access to the interior of the unit involves cross-country non-motorized travel from the terminus of Brock Road, Slip Road, or from the Gardner Mountain Trail.

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

Yes No N/A

Description:

Summary of Analysis

Unit Name and Number: Gardner Mountain

Summary

Results of Analysis:

1. Does the area meet any of the size requirements? Yes No
2. Does the area appear to be natural? Yes No N/A
3. Does the area offer outstanding opportunities for solitude or a primitive and unconfined type of recreation? Yes No NA
4. Does the area have supplemental values? Yes No N/A

Conclusion

Check One:

The area, or a portion of the area, has wilderness characteristics and is identified as Land with Wilderness Characteristics (LWC).

The area does not have wilderness characteristics.

Prepared by:

Team Members:

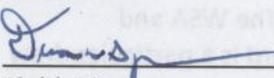
Allison Barnes, BFO Outdoor Recreation Planner, 2/29/2012

Thomas Bills, BFO Planning and Environmental Coordinator, 3/1/2012

Jennifer Morton, Wildlife Biologist, 2/10/2012

(Names, Titles, Date)

Approved by:



Field Manager

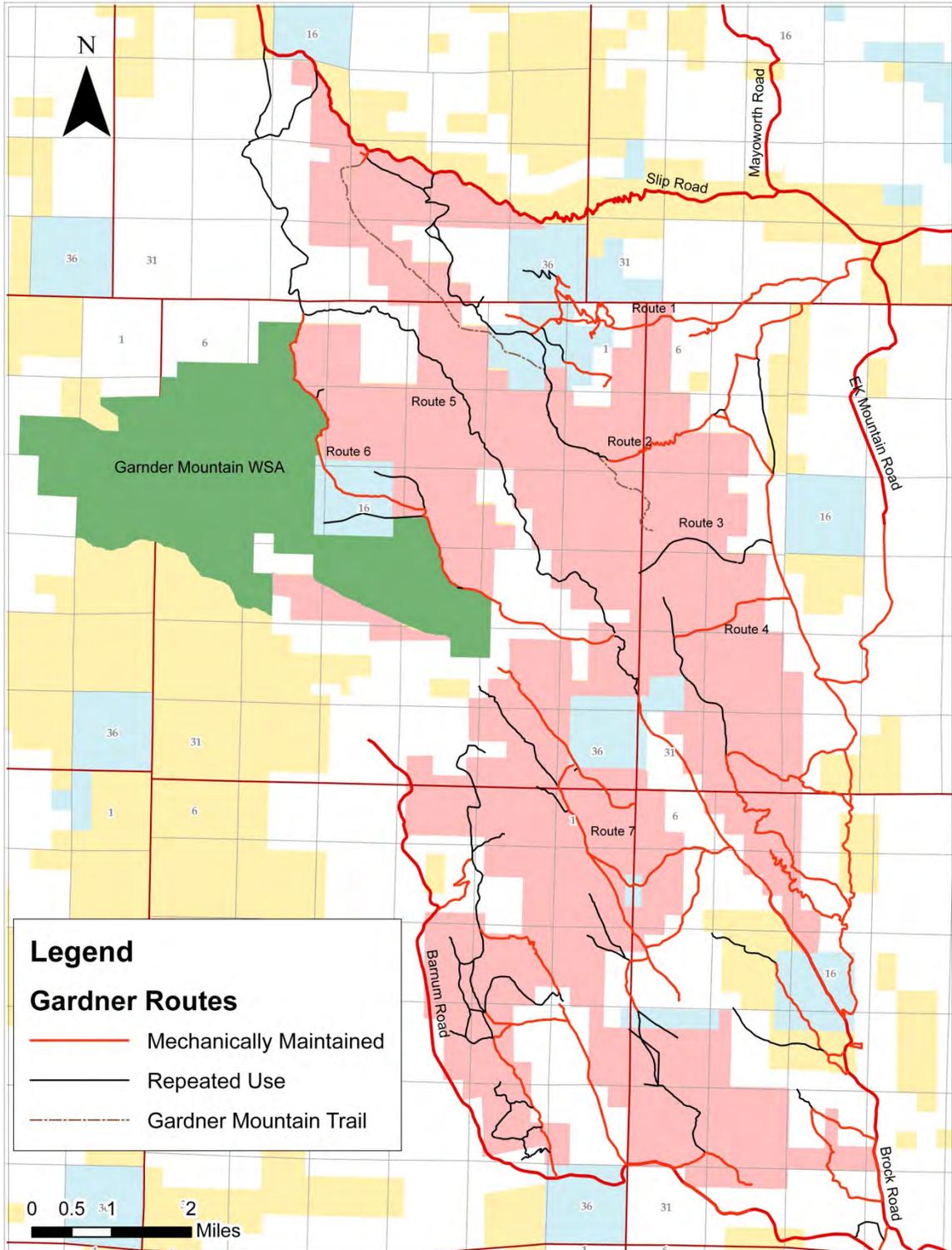
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Date

H-6300-1-WILDERNESS INVENTORY MAINTENANCE

APPENDIX C – ROUTE ANALYSIS

Figure 3. Route Analysis



*Identified and numbered to remain consistent with the 1979 Inventory

Due to the extensive route network in the Gardner Mountain Inventory Unit, Appendix C forms were completed for selected routes only. The six original inventory routes and an additional mechanically maintained road that bisects the unit are included here. Determinations for all other linear access features were made based on a combination of helicopter and ground survey data, information from BLM specialists, and a travel management inventory completed by AECOM (available at the Buffalo Field Office).

Note: Slip, EK Mountain, Brock and Barnum roads are designated and annually maintained county roads; forms were not completed for these county roads.

Wilderness Inventory Area Name and Number (UNIT_ID): Gardner Mountain WY-060-201

Route Name and/or Identifier: Route 1: Brock Livestock Co. Lands Road (Originally Road #1 in 1979 Inventory)

I. LOCATION: T 44 N R 84 W Sec 1 and T 44 N R 83 W Sec 6 (refer to Figure 3).

II. CURRENT PURPOSE OF ROUTE:

Examples: Rangeland/Livestock facilities (stock tank, developed spring, reservoir, fence, corral), Inholdings (ranch, farmhouse), Mine Site, Concentrated Use Site (camp site), Utilities (transmission line, telephone, pipeline), Administrative (project maintenance, communication site, vegetation treatment).

Describe: Access to State and private lands, livestock management, access for recreationists with landowner permission.

ROAD RIGHT-OF-WAY:

Is a road right-of-way associated with this route? Yes _____ No X Unknown _____

III. CONSTRUCTION

Is there evidence that the route was originally constructed using mechanical means?)

Yes X No _____

Examples:

Paved _____ Bladed X Graveled _____ Roadside Berms _____

Cut/Fill X Other _____

Describe: Evidence of mechanical construction is documented in photos # 43-45 of the 1979 inventory (BLM 1979).

IV. IMPROVEMENTS

Is their Evidence or Documentation of Improvements using hand tools or machinery?

Yes No

By Hand Tools By Machine

Examples:

Bladed Surfaced Culverts Stream Crossings

Bridges Drainage Barriers Other

Describe: Aerial reconnaissance indicated the route was maintained and passable to vehicles.

V. MAINTENANCE

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

Yes No

Hand Tools (Y/N) Machine (Y/N)

Explain: Aerial reconnaissance indicated the route was maintained and passable to vehicles.

B. If the route is in passable condition, but there is no evidence of maintenance, would mechanical maintenance with hand tools or machines be approved by BLM to meet the purpose(s) of the route in the event this route became impassable?

Yes No

Comments: This route provides access across BLM lands and is on slopes of less than 25%.

VI. REGULAR AND CONTINUOUS USE:

Yes No

Describe evidence (e.g. direct: vehicle tracks observed, or indirect: evidence of use associated with purpose(s) of the route, such as maintenance of facility that route accesses) and other rationale for whether use has occurred and will continue to occur on a relatively regular basis (i.e. regular use relative to the purpose(s) of the route):

The road is used on regular basis by adjacent landowners and during hunting season as access for hunters.

VII. CONCLUSION:

To meet the definition of a road, items III or IV, and V-A or B, and VI must be checked yes.

Road: Yes No

Explanation:

Evaluator(s): Allison Barnes

Date: 9 February 2012

Route Name and/or Identifier: Route 2: Road Between State parcel on Gardner Mountain Trail and Brock Livestock Company (Originally Road #2 in 1979 Inventory)

I. LOCATION: T 44 N R 84 W Sec 2, 11, 12 and T 44 N R 83 W Sec 7 (refer to Figure 3).

II. CURRENT PURPOSE OF ROUTE:

Examples: Rangeland/Livestock facilities (stock tank, developed spring, reservoir, fence, corral), Inholdings (ranch, farmhouse), Mine Site, Concentrated Use Site (camp site), Utilities (transmission line, telephone, pipeline), Administrative (project maintenance, communication site, vegetation treatment).

Describe: The route can be divided into two portions – the Gardner Mountain trail portion and the portion east of the trail. On the portion east of the trail, the route is used for forest management activities, livestock management, and access for recreationists with landowner permission.

III. ROAD RIGHT-OF-WAY:

Is a road right-of-way associated with this route? Yes * No Unknown

*A ROW (WYW-140453) was granted to the DOI – BLM to ensure continued availability for the portion of the route that is the Gardner Mountain Trail.

IV. CONSTRUCTION

Is there evidence that the route was originally constructed using mechanical means?

Yes No

Examples:

Paved Bladed Graveled Roadside Berms

Cut/Fill Other

Describe: Evidence of mechanical construction is documented in photos # 14, 17, 18, 40, 42, 74, 75 and 90 of the 1979 inventory (BLM 1979).

V. IMPROVEMENTS

Is there Evidence or Documentation of Improvements using hand tools or machinery?

Yes No

By Hand Tools By Machine

Examples:

Bladed Surfaced Culverts Stream Crossings

Bridges Drainage Barriers Other (switchbacks)

Describe: Evidence of mechanical construction is documented in current photos in Appendix D, GM4.

VI. MAINTENANCE

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

Yes _____ No X

Hand Tools _____(Y/N) Machine _____(Y/N)

Explain:

B. If the route is in passable condition, but there is no evidence of maintenance, would mechanical maintenance with hand tools or machines be approved by BLM to meet the purpose(s) of the route in the event this route became impassable?

Yes X No _____

Comments: This road provides access to the State parcel and is used for forest management activities.

VII. REGULAR AND CONTINUOUS USE:

Yes X No _____

Describe evidence (e.g. direct: vehicle tracks observed, or indirect: evidence of use associated with purpose(s) of the route, such as maintenance of facility that route accesses) and other rationale for whether use has occurred and will continue to occur on a relatively regular basis (i.e. regular use relative to the purpose(s) of the route):

EX: The road is used on regular basis by adjacent landowners, the BLM, and the State of Wyoming.

VIII. CONCLUSION:

To meet the definition of a road, items III or IV, and V-A or B, and VI must be checked yes.

Road: Yes X* No _____

Explanation: *The portion of the road that parallels Gardner Mountain Trail does not meet the definition of a road, as it is closed to motorized use to promote recreational opportunities. However, the portion of the road that is east of the terminus of the Gardner Mountain Trail does meet the definition of a road and would be maintained for administrative purposes.

Evaluator(s): Allison Barnes

Date: 28 February 2012

Route Name and/or Identifier: Route 3: Road Through Dull Knife Pass (Originally Road #3 in 1979 Inventory)

I. LOCATION: T 44 N R 84 W Sec 24 and T 44 N R 83 W Sec 18, 19, 20 (refer to Figure 3).

II. CURRENT PURPOSE OF ROUTE:

Examples: Rangeland/Livestock facilities (stock tank, developed spring, reservoir, fence, corral), Inholdings (ranch, farmhouse), Mine Site, Concentrated Use Site (camp site), Utilities (transmission line, telephone, pipeline), Administrative (project maintenance, communication site, vegetation treatment).

Describe: Livestock management, access to scenic views.

ROAD RIGHT-OF-WAY:

Is a road right-of-way associated with this route? Yes _____ No X Unknown _____

III. CONSTRUCTION

Is there evidence that the route was originally constructed using mechanical means?

Yes X No _____

Examples:

Paved _____ Bladed X Graveled _____ Roadside Berms _____
Cut/Fill _____ Other _____

Describe: Evidence of mechanical construction is documented in photos 24, 78 and 79 of the 1979 inventory (BLM 1979).

IV. IMPROVEMENTS

Is their Evidence or Documentation of Improvements using hand tools or machinery?

Yes _____ No X

By Hand Tools _____ By Machine _____

Examples:

Bladed _____ Surfaced _____ Culverts _____ Stream Crossings _____
Bridges _____ Drainage _____ Barriers _____ Other _____

Describe:

V. MAINTENANCE

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

Yes _____ No X

Hand Tools _____(Y/N) Machine _____(Y/N)

Explain:

B. If the route is in passable condition, but there is no evidence of maintenance, would mechanical maintenance with hand tools or machines be approved by BLM to meet the purpose(s) of the route in the event this route became impassable?

Yes _____ No X

Comments: _____

VI. REGULAR AND CONTINUOUS USE:

Yes X No _____

Describe evidence (*e.g.* direct: vehicle tracks observed, or indirect: evidence of use associated with purpose(s) of the route, such as maintenance of facility that route accesses) and other rationale for whether use has occurred and will continue to occur on a relatively regular basis (*i.e.* regular use relative to the purpose(s) of the route):

EX: The road appears to be used on regular basis by adjacent landowners.

VII. CONCLUSION:

To meet the definition of a road, items III or IV, and V-A or B, and VI must be checked yes.

Road: Yes _____ No X

Explanation:

Evaluator(s): Allison Barnes

Date: 28 February 2012

Route Name and/or Identifier: Route 4: Road Paralleling South Rim of Dull Knife Pass (Originally Road #4 in 1979 Inventory)

I. LOCATION: T 44 N R 83 W Sec 19, 20 and 20 (refer to Figure 3).

II. CURRENT PURPOSE OF ROUTE:

Examples: Rangeland/Livestock facilities (stock tank, developed spring, reservoir, fence, corral), Inholdings (ranch, farmhouse), Mine Site, Concentrated Use Site (camp site), Utilities (transmission line, telephone, pipeline), Administrative (project maintenance, communication site, vegetation treatment).

Describe: Access to State and private lands, timber and livestock management, access for recreationists with landowner permission.

ROAD RIGHT-OF-WAY:

Is a road right-of-way associated with this route? Yes _____ No X Unknown _____

III. CONSTRUCTION

Is there evidence that the route was originally constructed using mechanical means?

Yes X No _____

Examples:

Paved _____ Bladed X Graveled _____ Roadside Berms _____
Cut/Fill _____ Other X Timber removal _____

Describe: Evidence of construction is documented in photos 80 and 81 of the 1979 inventory (BLM 1979). Additionally, trees had to be removed to create the route through timber.

IV. IMPROVEMENTS

Is their Evidence or Documentation of Improvements using hand tools or machinery?

Yes _____ No X

By Hand Tools _____ By Machine _____

Examples:

Bladed _____ Surfaced _____ Culverts _____ Stream Crossings _____
Bridges _____ Drainage _____ Barriers _____ Other _____

Describe: While aerial reconnaissance did indicate that the route had been maintained where it traverses up the slope, hard evidence of improvement or maintenance across BLM administered lands is not available. Appendix D, GM8-9 provide more current photos.

V. MAINTENANCE

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

Yes _____ No

Hand Tools _____(Y/N) Machine _____(Y/N)

Explain: While aerial reconnaissance did indicate that the route had been maintained where it traverses up the slope, hard evidence of improvement or maintenance across BLM administered lands is not available. Appendix D; GM8-9 provide more current photos.

B. If the route is in passable condition, but there is no evidence of maintenance, would mechanical maintenance with hand tools or machines be approved by BLM to meet the purpose(s) of the route in the event this route became impassable?

Yes No _____

Comments: The BLM would likely maintain the route as it provides administrative access for forest management activities.

VI. REGULAR AND CONTINUOUS USE:

Yes No _____

Describe evidence (e.g. direct: vehicle tracks observed, or indirect: evidence of use associated with purpose(s) of the route, such as maintenance of facility that route accesses) and other rationale for whether use has occurred and will continue to occur on a relatively regular basis (i.e. regular use relative to the purpose(s) of the route).:

EX: The road is used on a regular basis for livestock management purposes.

VII. CONCLUSION:

To meet the definition of a road, items III or IV, and V-A or B, and VI must be checked yes.

Road: Yes No _____

Explanation: The route appears to be mechanically maintained, but we could not conclusively state the maintenance levels on BLM administered lands.

Evaluator(s): Allison Barnes

Date: 28 February 2012

Route Name and/or Identifier: Route 5: Road paralleling Cottonwood Creek (Originally Road #5 in 1979 Inventory)

I. LOCATION: T 44 N R 83 W Sec 3, 4, 5, 10, 11, 14, 23, 24 (refer to Figure 3).

II. CURRENT PURPOSE OF ROUTE:

Examples: Rangeland/Livestock facilities (stock tank, developed spring, reservoir, fence, corral), Inholdings (ranch, farmhouse), Mine Site, Concentrated Use Site (camp site), Utilities (transmission line, telephone, pipeline), Administrative (project maintenance, communication site, vegetation treatment).

Describe: Administrative access for livestock management, preferable route to private land (Wheeler).

ROAD RIGHT-OF-WAY:

Is a road right-of-way associated with this route? Yes _____ No X Unknown _____

III. CONSTRUCTION

Is there evidence that the route was originally constructed using mechanical means? (See photos 27, 28, 29, 30, 31 of 1979 inventory)

Yes _____ No X

Examples:

Paved _____ Bladed _____ Graveled _____ Roadside Berms _____
Cut/Fill _____ Other _____

Describe: The northern portion of the route does not show evidence of construction or improvement by mechanical means. Two photos from the 1979 inventory show evidence of potential blading; 1979 inventory photo #28 is located on private surface and 1979 inventory photo #31 is depicted as being located on BLM lands in T 44 N R 84 W Sec 14 . Photo 31 (BLM 1979) possibly indicates maintenance, but there is no documentation of maintenance.

IV. IMPROVEMENTS

Is there Evidence or Documentation of Improvements using hand tools or machinery?

Yes _____ No X

By Hand Tools _____ By Machine _____

Examples:

Bladed _____ Surfaced _____ Culverts _____ Stream Crossings _____

Bridges _____ Drainage _____ Barriers _____ Other _____

Describe: A contracted inventory by AECOM (Appendix D; GM21-24) indicated that Route 5 is not a mechanically maintained or improved route across BLM administered surface.

V. MAINTENANCE

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

Yes _____ No X

Hand Tools _____(Y/N) Machine _____(Y/N)

Explain: A contracted inventory by AECOM (Appendix D; GM21-24) indicated that Route 5 is not a mechanically maintained or improved route across BLM administered surface.

B. If the route is in passable condition, but there is no evidence of maintenance, would mechanical maintenance with hand tools or machines be approved by BLM to meet the purpose(s) of the route in the event this route became impassable?

Yes X No _____

Comments: The BLM would likely approve maintenance given the gentle slopes along the route if a compelling reason for access were presented.

VI. REGULAR AND CONTINUOUS USE:

Yes _____ No X

Describe evidence (e.g. direct: vehicle tracks observed, or indirect: evidence of use associated with purpose(s) of the route, such as maintenance of facility that route accesses) and other rationale for whether use has occurred and will continue to occur on a relatively regular basis (i.e. regular use relative to the purpose(s) of the route):

The road appears regularly used (notable vehicle tracks) in the south, but evidence of use decreases as the road continues northward. A letter dated 1997 by Larry Gerard indicates the road receives irregular use for grazing operations.

VII. CONCLUSION:

To meet the definition of a road, items III or IV, and V-A or B, and VI must be checked yes.

Road: Yes _____ No X

Explanation:

Evaluator(s): Allison Barnes

Date: 6 September 2011

Route Name and/or Identifier: Route 6: WSA/CWP Boundary Road (Originally Road #6 in 1979 Inventory)

I. LOCATION: T 44 N R 83 W Sec 5, 8, 15, 16, 22, 23, 25, 26 (refer to Figure 3).

II. CURRENT PURPOSE OF ROUTE:

Examples: Rangeland/Livestock facilities (stock tank, developed spring, reservoir, fence, corral), Inholdings (ranch, farmhouse), Mine Site, Concentrated Use Site (camp site), Utilities (transmission line, telephone, pipeline), Administrative (project maintenance, communication site, vegetation treatment).

Describe: Administrative access for livestock management and to stock water ponds, preferable route to private land (Wheeler).

ROAD RIGHT-OF-WAY:

Is a road right-of-way associated with this route? Yes _____ No X Unknown _____

III. CONSTRUCTION

Is there evidence that the route was originally constructed using mechanical means?

Yes X No _____

Examples:

Paved _____ Bladed X Graveled X Roadside Berms _____
Cut/Fill _____ Other _____

Describe: The portion of the route that forms the boundary with the WSA is documented in photos 2, 3, 4, 5, 6, 8 and 10 from the 1979 inventory (BLM 1979). Gravel appears to have been used along the northern portion of the route. Several fencelines, gates and reservoirs exist along the road, all of which would require regular maintenance. Evidence of at least seasonal use appears at intervals along the route.

IV. IMPROVEMENTS

Is there Evidence or Documentation of Improvements using hand tools or machinery?

Yes _____ No X

By Hand Tools _____ By Machine _____

Examples:

Bladed _____ Surfaced _____ Culverts _____ Stream Crossings _____

Bridges _____ Drainage _____ Barriers _____ Other _____

Describe: Photos GM25-37 provide a more current synopsis of the route. The portion of the route that forms the boundary with the WSA shows very little evidence of construction or improvement by mechanical means. Evidence of at least seasonal use appears at intervals along the route. However, the stream crossing at Cottonwood Creek has no culvert or other improvements.

V. MAINTENANCE

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

Yes _____ No X

Hand Tools _____(Y/N) Machine _____(Y/N)

Explain: The portion of the route that forms the boundary with the WSA shows very little evidence of construction or improvement by mechanical means. Evidence of at least seasonal use appears at intervals along the route. The stream crossing at Cottonwood Creek has no culvert or other improvements.

B. If the route is in passable condition, but there is no evidence of maintenance, would mechanical maintenance with hand tools or machines be approved by BLM to meet the purpose(s) of the route in the event this route became impassable?

Yes X No _____

Comments: The BLM would approve maintenance to provide administrative access to the State lands and the stock water ponds.

VI. REGULAR AND CONTINUOUS USE:

Yes X No _____

Describe evidence (*e.g.* direct: vehicle tracks observed, or indirect: evidence of use associated with purpose(s) of the route, such as maintenance of facility that route accesses) and other rationale for whether use has occurred and will continue to occur on a relatively regular basis (*i.e.* regular use relative to the purpose(s) of the route):

EX: The road appears regularly used (notable vehicle tracks) at intervals along its route.

VII. CONCLUSION:

To meet the definition of a road, items III or IV, and V-A or B, and VI must be checked yes.

Road: Yes X No _____

Explanation:

Evaluator(s): Allison Barnes

Date: 28 February 2012

Route Name and/or Identifier: Route 7: Road Between Red Fork Powder River and Davis Draw (Route 7)

I. LOCATION: T 44 N R 84 W Sec 26, 35, 36; T 43 N R 84 W Sec 1, 12 (refer to Figure 3).

II. CURRENT PURPOSE OF ROUTE:

Examples: Rangeland/Livestock facilities (stock tank, developed spring, reservoir, fence, corral), Inholdings (ranch, farmhouse), Mine Site, Concentrated Use Site (camp site), Utilities (transmission line, telephone, pipeline), Administrative (project maintenance, communication site, vegetation treatment).

Describe: Livestock management - connects six stock water reservoirs. Access to three active mining claims and for recreationists with landowner permission.

ROAD RIGHT-OF-WAY:

Is a road right-of-way associated with this route? Yes _____ No X Unknown _____

III. CONSTRUCTION

Is there evidence that the route was originally constructed using mechanical means?)

Yes X No _____

Examples:

Paved _____ Bladed X Graveled _____ Roadside Berms X
Cut/Fill _____ Other _____

Describe: Construction was necessary for stock water purposes.

IV. IMPROVEMENTS

Is there Evidence or Documentation of Improvements using hand tools or machinery?

Yes X No _____

By Hand Tools _____ By Machine X

Examples:

Bladed X Surfaced _____ Culverts _____ Stream Crossings _____

Bridges _____ Drainage _____ Barriers _____ Other _____

Describe: Improvement is necessary for stock water maintenance purposes and access to mining claims.

V. MAINTENANCE

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

Yes No

Hand Tools (Y/N) Machine (Y/N)

Explain: A contracted inventory by AECOM (Appendix D; GM40-44, 53-58 and 63) indicated that Route 7 is a mechanically maintained route across BLM administered surface.

B. If the route is in passable condition, but there is no evidence of maintenance, would mechanical maintenance with hand tools or machines be approved by BLM to meet the purpose(s) of the route in the event this route became impassable?

Yes No

Comments:

VI. REGULAR AND CONTINUOUS USE:

Yes No

Describe evidence (*e.g.* direct: vehicle tracks observed, or indirect: evidence of use associated with purpose(s) of the route, such as maintenance of facility that route accesses) and other rationale for whether use has occurred and will continue to occur on a relatively regular basis (*i.e.* regular use relative to the purpose(s) of the route):

EX: The road is used on regular basis by adjacent landowners and permittees.

VII. CONCLUSION:

To meet the definition of a road, items III or IV, and V-A or B, and VI must be checked yes.

Road: Yes No

Explanation:

Evaluator(s): Allison Barnes

Date: 29 February 2012

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

a. **“Improved and maintained”** – Actions taken physically by people to keep the road open to vehicle traffic. “Improved” does not necessarily mean formal construction. “Maintained” does not necessarily mean annual maintenance.

b. **“Mechanical means”** – Use of hand or power machinery or tools.

c. **“Relatively regular and continuous use”** – Vehicular use that has occurred and will continue to occur on a relatively regular basis. Examples are: access roads for equipment to maintain a stock water tank or other established water sources; access roads to maintained recreation sites or facilities; or access roads to mining claims.

H-6300-1-WILDERNESS INVENTORY MAINTENANCE

APPENDIX D – PHOTO LOG

Photographer(s): Allison Barnes, Don Brewer, Casey Freise, AECOM

Inventory Area Name & No.: Gardner Mountain Inventory Unit

Date	Photo #	mE	mN
9/9/2011	GM1	345628	4853407
9/9/2011	GM2	347423	4851922
9/22/2011	GM3	347461	4851755
9/22/2011	GM4	348430	4850251
9/9/2011	GM5-7	351314	4848182
9/9/2011	GM8-9	351698	4847260
9/9/2011	GM10-11	352466	4843726
9/9/2011	GM12-13	352428	4841613
6/27/2011	GM14	4840123	352737
6/27/2011	GM15	4845381	349318
6/27/2011	GM16	4845975	348917
6/27/2011	GM17	4846368	348976
6/27/2011	GM18	4846521	348928
6/27/2011	GM19	4846540	348834
6/27/2011	GM20	4847442	348464
6/27/2011	GM21	4850408	346212
6/27/2011	GM22	4851120	345904
6/27/2011	GM23	4851513	345655
6/27/2011	GM24	4852085	345301
6/27/2011	GM25	4852443	342281
6/27/2011	GM26	4851396	342752
6/27/2011	GM27	4851362	342799
6/27/2011	GM28	4851523	342879
6/27/2011	GM29	4850625	342895
6/27/2011	GM30	4848965	344972
6/27/2011	GM31	4848914	345021
6/27/2011	GM32	4848813	342705
6/27/2011	GM33	4848596	342699
6/27/2011	GM34	4847532	345633
6/27/2011	GM35	4847534	345708
9/9/2011	GM36-37	346224	4847469
6/27/2011	GM38	4846725	347432
6/27/2011	GM39	4846443	348599

6/27/2011	GM40	4843169	349261
6/27/2011	GM41	4843161	349249
6/27/2011	GM42	4844039	348014
6/27/2011	GM43	4844672	347512
6/27/2011	GM44	4845913	346466
6/27/2011	GM45	4845596	346067
6/27/2011	GM46	4845528	346087
6/27/2011	GM47	4845262	346410
6/27/2011	GM48	4844706	346766
6/27/2011	GM49	4844674	346808
6/27/2011	GM50	4844405	347053
6/27/2011	GM51	4843997	347296
6/27/2011	GM52	4843622	347618
9/9/2011	GM53	4843517	347699
6/27/2011	GM54	4843720	347784
6/27/2011	GM55	4843004	347888
6/27/2011	GM56	4843366	347571
6/27/2011	GM57	4842445	348230
6/27/2011	GM58	4842096	348350
6/27/2011	GM59	4841626	349482
6/27/2011	GM60	4841785	349583
6/27/2011	GM61	4842117	349895
6/27/2011	GM62	4842319	350550
6/27/2011	GM63	4840640	349175
9/9/2011	GM64	347267	4840124

Figure 4. Photo Points within the Gardner Mountain Inventory Unit

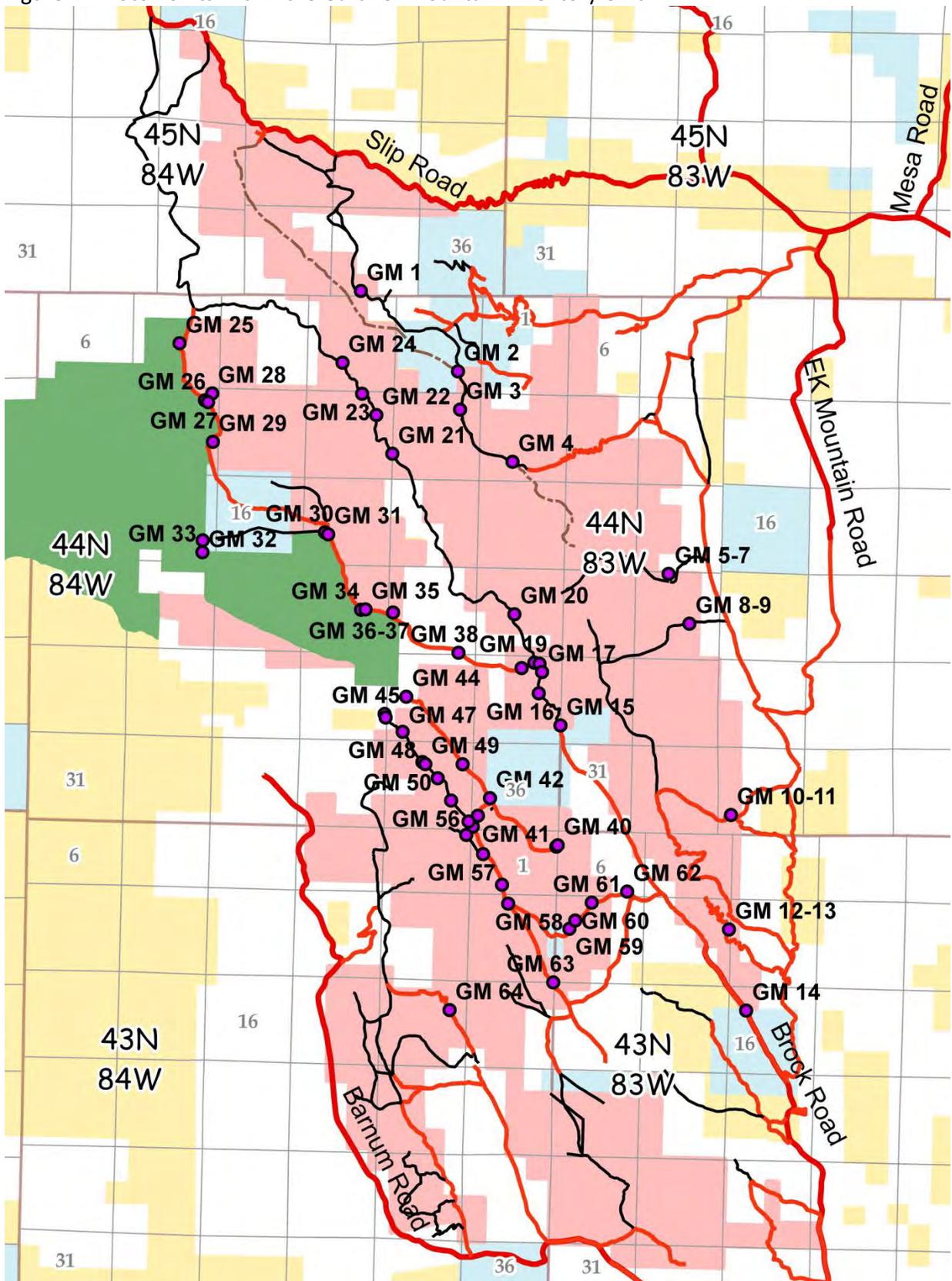


Figure 5. Frame GM1



Figure 6. Frame GM2



Figure 7. Frame GM3



Figure 8. Frame GM4



Figure 9. Frame GM5



Figure 10. Frame GM6



Figure 11. Frame GM7



Figure 12. Frame GM8



Figure 13. Frame GM9



Figure 14. Frame GM10



Figure 15. Frame GM11



Figure 16. Frame GM12



Figure 17. Frame GM13



Figure 18. Frame GM14

Buffalo FO Motorized Routes Inventory



352737 m
4840123 m

6/27/2011
11:03:28 AM

Figure 19. Frame GM15

Buffalo FO Motorized Routes Inventory



349318 m
4845381 m

6/27/2011
2:03:07 PM

Figure 20. Frame GM16

Buffalo FO Motorized Routes Inventory



348917 m
4845975 m

6/27/2011
2:06:17 PM

Figure 21. Frame GM17
PHOTO OMITTED FOR RESOURCE PROTECTION.

Figure 22. Frame GM18

Buffalo FO Motorized Routes Inventory



348928 m
4846521 m

6/27/2011
2:08:01 PM

Figure 23. Frame GM19

Buffalo FO Motorized Routes Inventory



348834 m

6/27/2011

4846540 m

2:10:16 PM

Figure 24. Frame GM20

Buffalo FO Motorized Routes Inventory



348464 m

6/27/2011

4847442 m

4:21:01 PM

Figure 25. Frame GM21

Buffalo FO Motorized Routes Inventory



346212 m

4850408 m

6/27/2011

4:04:24 PM

Figure 26. Frame GM22

Buffalo FO Motorized Routes Inventory



345904 m

4851120 m

6/27/2011

4:01:46 PM

Figure 27. Frame GM23

Buffalo FO Motorized Routes Inventory



345655 m

6/27/2011

4851513 m

4:00:29 PM

Figure 28. Frame GM24

Buffalo FO Motorized Routes Inventory



345301 m

6/27/2011

4852085 m

3:58:00 PM

Figure 29. Frame GM25

Buffalo FO Motorized Routes Inventory



342281 m
4852443 m

6/27/2011
3:24:04 PM

Figure 30. Frame GM26

Buffalo FO Motorized Routes Inventory



342752 m
4851396 m

6/27/2011
3:20:27 PM

Figure 31. Frame GM27

Buffalo FO Motorized Routes Inventory



342799 m

4851362 m

6/27/2011

3:18:44 PM

Figure 32. Frame GM28

Buffalo FO Motorized Routes Inventory



342879 m

4851523 m

6/27/2011

3:19:39 PM

Figure 33. Frame GM29

Buffalo FO Motorized Routes Inventory



342895 m
4850625 m

6/27/2011
3:13:33 PM

Figure 34. Frame GM30

Buffalo FO Motorized Routes Inventory



344972 m
4848965 m

6/27/2011
2:34:26 PM

Figure 35. Frame GM31

Buffalo FO Motorized Routes Inventory



345021 m
4848914 m

6/27/2011
2:33:13 PM

Figure 36. Frame GM32

Buffalo FO Motorized Routes Inventory



342705 m
4848813 m

6/27/2011
2:43:50 PM

Figure 37. Frame GM33

Buffalo FO Motorized Routes Inventory



342699 m

4848596 m

6/27/2011

2:47:32 PM

Figure 38. Frame GM34

Buffalo FO Motorized Routes Inventory



345633 m

4847532 m

6/27/2011

2:27:40 PM

Figure 39. Frame GM35

Buffalo FO Motorized Routes Inventory



345708 m

4847534 m

6/27/2011

2:25:03 PM

Figure 40. Frame GM36



Figure 41. Frame GM37



Figure 42. Frame GM38

Buffalo FO Motorized Routes Inventory



347432 m
4846725 m

6/27/2011
2:16:28 PM

Figure 43. Frame GM39

Buffalo FO Motorized Routes Inventory



348599 m
4846443 m

6/27/2011
2:13:23 PM

Figure 44. Frame GM40

Buffalo FO Motorized Routes Inventory



349261 m
4843169 m

6/27/2011
11:55:00 AM

Figure 45. Frame GM41

Buffalo FO Motorized Routes Inventory



349249 m

4843161 m

6/27/2011

11:54:12 AM

Figure 46. Frame GM42

Buffalo FO Motorized Routes Inventory



348014 m

4844039 m

6/27/2011

12:02:05 PM

Figure 47. Frame GM43

Buffalo FO Motorized Routes Inventory



347512 m

4844672 m

6/27/2011

12:18:01 PM

Figure 48. Frame GM44

Buffalo FO Motorized Routes Inventory



346466 m

4845913 m

6/27/2011

12:12:10 PM

Figure 49. Frame GM45

Buffalo FO Motorized Routes Inventory



346067 m
4845596 m

6/27/2011
12:07:57 PM

Figure 50. Frame GM46

Buffalo FO Motorized Routes Inventory



346087 m
4845528 m

6/27/2011
12:04:58 PM

Figure 51. Frame GM47

Buffalo FO Motorized Routes Inventory



346410 m
4845262 m

6/27/2011
12:12:20 PM

Figure 52. Frame GM48

Buffalo FO Motorized Routes Inventory



346766 m
4844706 m

6/27/2011
12:14:17 PM

Figure 53. Frame GM49

Buffalo FO Motorized Routes Inventory



346808 m
4844674 m

6/27/2011
12:00:37 PM

Figure 54. Frame GM50

Buffalo FO Motorized Routes Inventory



347053 m
4844405 m

6/27/2011
11:58:19 AM

Figure 55. Frame GM51

Buffalo FO Motorized Routes Inventory



347296 m

4843997 m

6/27/2011

12:17:21 PM

Figure 56. Frame GM52

Buffalo FO Motorized Routes Inventory



347618 m

4843622 m

6/27/2011

11:56:02 AM

Figure 57. Frame GM53



Figure 58. Frame GM54

Buffalo FO Motorized Routes Inventory



347784 m
4843720 m

6/27/2011
11:47:13 AM

Figure 59. Frame GM55

Buffalo FO Motorized Routes Inventory



347888 m
4843004 m

6/27/2011
11:44:38 AM

Figure 60. Frame GM56

Buffalo FO Motorized Routes Inventory



347571 m
4843366 m

6/27/2011
11:52:02 AM

Figure 61. Frame GM57

Buffalo FO Motorized Routes Inventory



348230 m

4842445 m

6/27/2011

11:36:27 AM

Figure 62. Frame GM58

Buffalo FO Motorized Routes Inventory



348350 m

4842096 m

6/27/2011

11:35:23 AM

Figure 63. Frame GM59

Buffalo FO Motorized Routes Inventory



349482 m

4841626 m

6/27/2011

1:23:01 PM

Figure 64. Frame GM60

Buffalo FO Motorized Routes Inventory



349583 m

4841785 m

6/27/2011

1:23:43 PM

Figure 65. Frame GM61

Buffalo FO Motorized Routes Inventory



349895 m

4842117 m

6/27/2011

1:25:23 PM

Figure 66. Frame GM62

Buffalo FO Motorized Routes Inventory



350550 m

4842319 m

6/27/2011

1:28:36 PM

Figure 67. Frame GM63

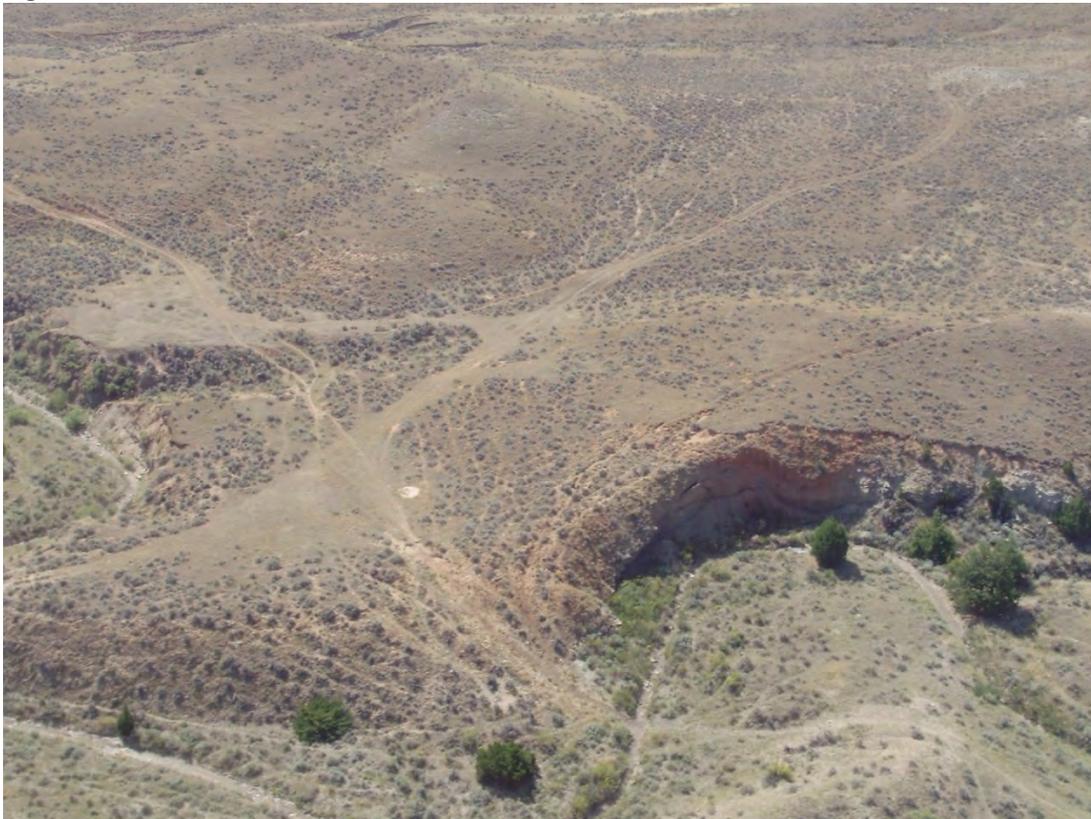
Buffalo FO Motorized Routes Inventory



349175 m
4840640 m

6/27/2011
11:30:19 AM

Figure 68. Frame GM64



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