

Wilderness Inventory Unit Index of Documents
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Prepared by:
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H-6300-1-WILDERNESS INVENTORY MAINTENANCE IN BLM OREGON/WASHINGTON

APPENDIX B – INVENTORY AREA EVALUATION

Evaluation of Current Conditions:

- 1) Document and review the existing BLM wilderness inventory findings on file, if available, 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 (ID) team knowledge, aerial photographs, field observations, maps, etc.), and document your findings on Form 2, below.

When Citizen Information has been submitted regarding wilderness characteristics, document the submitted materials including: date of Submission; Name of District(s) and Field Office(s) Affected; Type of material Submitted (e.g. narrative, map, and photos). Evaluate any submitted citizen information regarding the validity of proposed boundaries of the unit(s), the existence of roads and other boundary features, the size of the unit(s), and the presence or absence of wilderness characteristics based on relevant information available in the office (prior BLM inventories, ID team knowledge, aerial photographs, field observations, maps, etc.)

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.*

Year: 2011 Unit Number/Name: OR-036-092 – Jordan Craters (Contiguous)

**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?

Yes No (If yes, and if more than one unit is within the area, list the names of those units.):

A.) Inventory Source(s) -- (X) Denotes all applicable BLM Inventory files, printed maps, or published BLM Decision documents with information pertaining to this unit.

Wilderness Inventories

- (X) 1978-1980 – BLM Wilderness Inventory Partial of Unit 3-128 of OR-03-09-15 Jordan Craters and OR-03-09-12 Mud Lake (unpublished BLM documents stored in Vale District case files)
- (X) April 1979 – *Wilderness -- Proposed Initial Inventory – Roadless Areas and Islands Which Clearly Do Not have Wilderness Characteristics, Oregon and Washington*

Wilderness Decision Documents

- (X) August 1979 – *Wilderness Review – Initial Inventory, Final Decision on Public Lands Obviously Lacking Wilderness Characteristics and Announcement of Public Lands to be Intensively Inventoried for Wilderness Characteristics, Oregon and Washington* (green document)
- () October 1979 – *Wilderness Review – Intensive Inventory - Oregon, Proposed Decision on the Intensive Wilderness Inventory of Selected Areas* (grey document).
- (X) March 1980 – *Wilderness Review – Intensive Inventory; Final Decisions on 30 Selected Units in Southeast Oregon and Proposed Decisions on Other Intensively Inventoried Units in Oregon and Washington* (orange document)
- (X) November 1980 - *Wilderness Inventory – Oregon and Washington, Final Intensive Inventory Decisions* (brown document)
- () November 1981 *Stateline Intensive Wilderness Inventory Final Decision, Oregon, Idaho, Nevada, Utah* (tan document).

B.) Inventory Unit Name(s)/Number(s)

BLM Unit 3-128 of OR-03-09-15 Jordan Craters
and OR-03-09-12 Mud Lake

C.) Map Name(s)/Number(s)

- (X) Final Decision – Initial Wilderness Inventory Map, August 1979, Oregon
- (X) Proposed Decision -- Intensive Wilderness Inventory of Selected Areas Map, October 1979, Oregon
- (X) Intensive Wilderness Inventory Map, March 1980, Oregon
- (X) Intensive Wilderness Inventory --Final Decisions Map, November 1980, Oregon.
- () November, 1981 *Stateline Intensive Wilderness Inventory Final Decision, Oregon, Idaho, Nevada, Utah* (tan document).

D.) BLM District(s)/Field Office(s)

Vale District Office

Jordan 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):

Inventory Source: See above.

Unit# / Name	Size (historic acres)	Natural Condition? Y/N	Outstanding Solitude? Y/N	Outstanding Primitive & Unconfined Recreation? Y/N	Supplemental Values? Y/N
OR-03-09-12 Mud Lake	480	*	*	*	*
3-128 of OR-03-09-15 Jordan Craters	31,130	Y	Y	Y	Y
TOTAL	31,610				

*-These criteria were not addressed during the inventory of this unit.

H-6300-1-WILDERNESS INVENTORY MAINTENANCE IN BLM OREGON/WASHINGTON

APPENDIX B – INVENTORY AREA EVALUATION

Evaluation of Current Conditions:

1) Document and review the existing BLM wilderness inventory findings on file, if available, 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 (ID) team knowledge, aerial photographs, field observations, maps, etc.), and document your findings on Form 2, below.

When Citizen Information has been submitted regarding wilderness characteristics, document the submitted materials including: date of Submission; Name of District(s) and Field Office(s) Affected; Type of material Submitted (e.g. narrative, map, photo). Evaluate any submitted citizen information regarding the validity of proposed boundaries of the unit(s), the existence of roads and other boundary features, the size of the unit(s), and the presence or absence of wilderness characteristics based on relevant information available in the office (prior BLM inventories, ID team knowledge, aerial photographs, field observations, maps, etc.)

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.*

FORM 2 -- DOCUMENTATION OF CURRENT WILDERNESS INVENTORY CONDITIONS

Unit Number/Name – OR-036-052 – Jordan Craters (Contiguous)

Note: In February, 2004, the Vale District received from Oregon Natural Desert Association (ONDA) its evaluation of wilderness characteristics for the Association’s 32,187 acre “Clark’s Butte proposed WSA Addition”. BLM has identified an area within ONDA’s Clark’s Butte Addition as a separate parcel that is contiguous with the Jordan Craters WSA. BLM refers to this area as the southwest parcel of the Jordan Craters Contiguous unit OR-036-092 with a total of 680 acres. The boundaries of the association’s proposal and of BLM unit OR-036-092 are quite different. BLM has determined that this parcel is separated from the Clark’s Butte Addition by an existing road that BLM refers to and analyzed as OR-036-RT9. For reference, a hard copy of ONDA’s proposal and BLM’s road analysis for RT9 is retained in this unit’s file.

Description of Current Conditions: [Include land ownership, location, topography, vegetation features and summary of major human uses/activities.]

1. Is the unit of sufficient size?

Yes X No

Description: Refer to Jordan Craters (Contiguous) inventory unit’s associated Map 1 for its location. Unit OR-036-092 is comprised of two parcels totaling 1,551 acres of public land that are contiguous with Jordan Craters WSA. The largest and northeast parcel is comprised of 971 acres, while the remaining southwest parcel totals 680 acres. Acreage for unit OR-036-092 is calculated from BLM GIS information. The 31,610 acreage in Form 1 reflects the final extent of the Jordan Craters Bowdon Hills 3-128 unit (currently the Jordan Craters WSA) as described in Oregon’s November, 1980 Intensive Wilderness Inventory -- Final Decisions Map document and the OR-03-09-12 Mud Lake unit as described in the August 1979 – Wilderness Review – Initial Inventory, Final Decision. Present inventory acreage is a function of improved technology and the difference between methods and maps used in the initial inventories.

Of OR-036-092, the northeast parcel acreage within the unit was previously excluded from the WSA when the WSA was designated by BLM in 1980. The common boundary of each of these two parcels with the WSA are presently contiguous with the WSA because they are either a vehicle route that, in the late 1970’s BLM described as a boundary roads but which since has changed status to a motorized primitive trail (MPT) or an area that did not reflect wilderness characteristic values as described within the WSA. The change in route status in the southwest parcel is due to no mechanical maintenance performed and no further need to conduct mechanical maintenance on them so to provide for regular and continuous use. For this wilderness characteristic inventory maintenance both the MPT in

the southwest parcel and the western WSA boundary of the northeast parcel are no longer valid boundary features for the inventory unit with the Jordan Craters WSA. Thus – being contiguous to the WSA -- regardless of its size -- each of the two contiguous parcels meet size criteria.

In addition to the original boundary of the Jordan Craters WSA on the north side of the southwest parcel and the west side of the northeast parcel of the unit, the remaining boundaries of the OR-036-092 unit northeast parcel are the County Road 796 on the north side, private land parcels on the east side, and a state land parcel on the south side, while the remaining southwest parcel boundaries consist of BLM Road 036-RT9 on the south side and BLM Road 7304-0-00 on the west side. A small isolated area surrounded by an existing road is located between the Jordan Craters WSA and the northern boundary of the southwest parcel. This 21 acre island is not included within the parcel and is not contiguous with the WSA. The southwest parcel County Road 796 and BLM Roads 7304-0-00 and 036-RT9 receive mechanical maintenance as needed to provide for on a regular and continuous (seasonal) use.

2. Is the unit in a natural condition?

Yes X No X N/A

Description: The northeast parcel of the unit is dominated by low profiled hills dissected by numerous small drainages. The majority of the channels drain into Groundhog reservoir located on the existing western boundary of the parcel with the Jordan Craters WSA. The remaining area of the parcel contains McCain Creek and associated tributary channels that flow from north to south through the extreme eastern portion of the parcel. Elevations within the northeast parcel range from a high of 4,550 feet in the eastern central area to a low of 4,435 feet within the Groundhog Reservoir. Vegetation on the uplands consists predominately of big and low sagebrush with native grass species.

The southwest parcel of the unit is dominated by low profiled hills in the western third of the parcel while the remaining area is essentially flat mainly consisting of the area within the seasonally wetted Mud Lake basin. The entire parcel slopes toward and drains into Mud Lake. Elevations within the southwest parcel range from a high of 4,429 feet in the western area to a low of 4,305 feet at Mud Lake.

Refer to this inventory unit's associated Map 1 and Map 2 for its human developments. The northeast parcel contains 1.7 miles of fence, 0.65 miles of one motorized primitive trail (MPT) and one earthen reservoir. The southwest parcel contains 3 earthen reservoirs, one water well, 0.9 miles of two MPTs, one fenced reservoir enclosure, 2.6 miles of fence line, and 8 vegetation manipulation treatments from 1956 through 1996. The majority of the parcel is marked by numerous livestock trails leading to and from the three earthen reservoirs.

Combined with the natural condition of the contiguous Jordan Craters WSA and the imprint of mankind being substantially unnoticeable in the northeast parcel to the average visitor BLM has determined that the parcel is affected primarily by the forces of nature.

Due to the number of intrusions within the southwest parcel, particularly the interlaced motorized primitive trails (MPTs) and livestock trails to and from the three reservoirs, their proximity to each other, and the lack of topographic and vegetative screening, BLM determined that the works of man are substantially noticeable throughout the parcel. Overall, the parcel appears to be primarily affected by the influences of man with the imprint of humans substantially noticeable and does not appear natural to the average visitor. BLM has also determined that most of the shared northern boundary (refer to BLM route 7304-0-00 Road Analysis) of the southwest parcel with the Jordan Craters WSA no longer meets the current inventory definition of a road. BLM recognizes that the original boundary road 7304-0-00 between the WSA and this parcel is now a MPT and no longer serves as a legitimate boundary feature. BLM also determined that if this parcel is included as a contiguous area with the WSA the parcel would detract from the overall natural setting identified for the Jordan Craters WSA. Therefore, BLM Route 7304-0-00 will continue to serve as a boundary between the southwest parcel and WSA because of the unnatural conditions that exist within the parcel. Because the southwest parcel does not contain natural conditions, outstanding opportunities for solitude and primitive and unconfined recreation will not be addressed below.

3. Does the unit have outstanding opportunities for solitude?

Yes X No _____ N/A _____

Description: Unit OR-036-092 consists of one parcel with 971 acres that is contiguous with the Jordan Craters WSA. For the Jordan Craters WSA, BLM previously determined that outstanding opportunity for solitude exists within the WSA. Topography along the northern, western and southern boundaries provides less effective screening. These areas, along with Coffee Pot Crater, Cow Lakes, Crater Lake and Batch Lake, receive the highest visitor use; consequently, opportunities for seclusion are not as great here. Sights and sounds of activities outside of the WSA include vehicle travel on boundary roads and dead-end access roads, recreation at Cow Lakes, ranching activities to the east and southeast of the WSA, and military aircraft training flights overhead. These intrusions are generally brief or distant and do not penetrate far into the WSA. The WSA's outstanding opportunities for solitude are provided primarily by its rolling volcanic lava field terrain sufficient to provide screening between visitors.

Although the northeast parcel contains natural conditions it does not individually possess outstanding opportunities for solitude because of its land form, its narrow rectangular shaped area that forms an isolated extension protruding eastward from the existing WSA, and being bordered by a county road, and private and state land parcels. This parcel only possesses an outstanding opportunity for solitude because it is a contiguous extension in

area for those opportunities for solitude identified within the Jordan Craters WSA. BLM concludes that this identified parcels natural condition provides a very slight enhancement of the outstanding opportunities for solitude with the contiguous WSA. BLM concludes that unit OR-036-052 does provide outstanding opportunities for solitude.

4. Does the unit have outstanding opportunities for primitive and unconfined recreation?

Yes No N/A

Description: Unit OR-036-092 consists of a parcel of 971 acres contiguous with the Jordan Craters Hills WSA. For the Jordan Craters WSA, BLM previously determined that outstanding opportunity for primitive and unconfined recreation exists within the WSA. The eastern three quarters of the Jordan Craters WSA offer excellent opportunities for spelunking. A complete inventory of the lava caves has not been conducted. Only the caves near Coffee Pot Crater have been explored. The scenic quality in this portion of the WSA is outstanding because of the variety of scenery due to the lava flows. The WSA offers exceptional sightseeing of the botanic, geologic and ecologic features throughout the lava field area. Excellent opportunities for bird watching and nature photography are available around Batch Lake, and day hiking, backpacking and camping are usually associated with these activities.

Because the northwest parcel is contiguous with the Jordan Craters WSA, opportunities for primitive and unconfined types of recreation are the same as those previously determined by BLM to be present in the contiguous Jordan Craters WSA. Recreational opportunities within the unit include hiking, camping, horseback riding, photography, bird watching, general sightseeing, and hunting of common game species (chukar, antelope, and deer). This parcel is also included within the identified potential habitat for Bighorn sheep, although no local sheep herd is known to inhabit or move through the area within the parcel. Although the opportunity to hunt the species within this inventory parcel may exist, it is not considered outstanding due to the limited terrain within the parcel that bighorn sheep occupy and utilize on a regular basis (e.g., rugged, rocky, cliffy or steep-sloped terrain). These recreation opportunities -- individually or in combination -- are not considered to be outstanding but because the unit is contiguous with the WSA, BLM concludes that the northeast parcel of unit OR-036-092 does provide outstanding opportunities for primitive and unconfined recreation.

5. Does the unit have supplemental values?

Yes No N/A

Description: The northeast parcel of Unit OR-036-092 is contiguous with the Jordan Craters Hills WSA. For the Jordan Craters WSA, BLM previously determined that supplemental values (such as geologic, fauna, and flora) exist within the WSA. Because the parcel is contiguous with the Jordan Craters WSA supplemental values is an extension of those previously determined by BLM to be present within the contiguous Jordan Craters WSA.

The area in the eastern three-quarters of the WSA represents a preserved example of the volcanic aspects of geologic history. This area contains basaltic lava that may be between 4,000 and 9,000 years old. Because the lava flow is relatively geologically recent, there has been minimal erosion of the unique volcanic features such as kipukas (isolated islands of exposed lava that are older than the surrounding lava flows), pahoehoe (smooth) lava, pressure ridges, lava channels, pits, tubes and blisters, spatter cones and a large cinder cone. The northeast parcel lies immediately east of this lava flow area within the present existing Jordan Craters WSA.

BLM has identified more than 300 species of wildlife as well as numerous plant species, and five unique and unusual habitats that are associated the Jordan Craters lava flow within the Jordan Craters WSA (Wilderness Study Report October, 1991). A number of plant species are uncommon to this area and are of special interest within the WSA. An estimated 200 species of birds use the open water areas within and immediately adjacent to the study area. A wide variety of spring and fall migrating birds are temporary occupants. Several unusual bird species are drawn to the area at various times of the year, including white pelican, black-crowned night heron, sandhill crane, long-billed curlew (a Federal candidate for listing under the Endangered Species Act), and northern bald eagle (Federally listed as threatened in Oregon) which uses Batch Lake during fall and spring passage. Townsend's big-eared bat, which inhabits the caves in the WSA, is a Federal candidate for listing under the Endangered Species Act.

The southwest parcel of the unit also contains a portion of the 29,785 acre Jordan Craters Area of Critical Environmental Concern/Research Natural Areas (ACEC/RNA). This ACEC/RNA has been identified for its historic, cultural, and scenic values; special status plants; vegetation community type of big sagebrush/bluebunch wheatgrass; outstanding geologic features of recent lava flows; relict vegetation sites; wildlife habitat including high-quality riparian areas; natural hazards from collapsed lava pits and contraction cracks.

Summary of Findings and Conclusion

Unit Name and Number: OR-036-092 – Jordan Craters (Contiguous)

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
- 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 NA

Conclusion -- check one:

- The area, or a portion of the area, has wilderness character.
- The area does not have wilderness character.

Prepared by: Jack Wenderoth 4-5-11
Jack Wenderoth, Planning Contractor

Team Members:

<u>Aimee Huff</u> Aimee Huff, Rangeland Management Specialist	<u>4/5/2011</u> Date
<u>Eian Ray</u> Eian Ray, GIS Specialist, Contractor	<u>4-5-11</u> Date
<u>Garth R. Ross</u> Garth Ross, Wildlife Biologist	<u>4/5/2011</u> Date
<u>Brent Grasty</u> Brent Grasty, GIS Coordinator	<u>4/5/11</u> Date

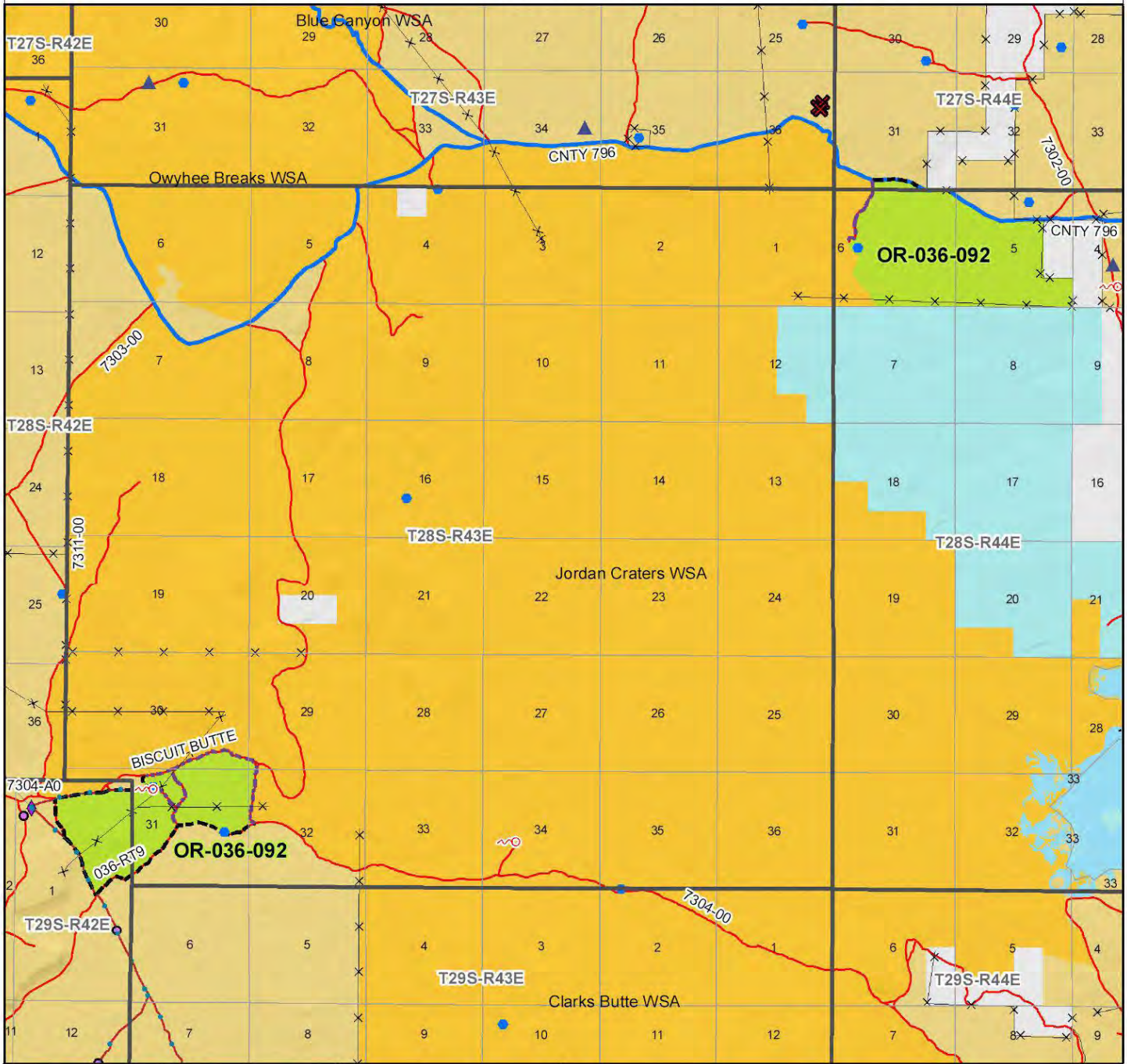
Approved by:

Carolyn R. Freeborn 4/5/2011
Carolyn Freeborn, Jordan Resource Area Field Manager Date

This form documents information that constitutes an inventory finding on wilderness characteristics. It does not represent a formal land use allocation or a final agency decision subject to administrative remedies under either 43 CFR parts 4 or 1610.5-2.

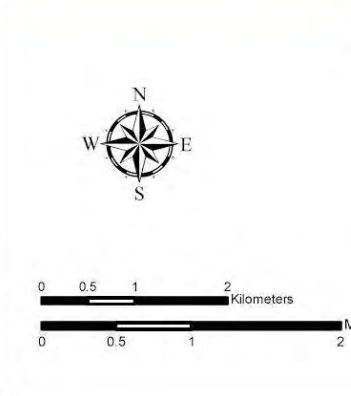
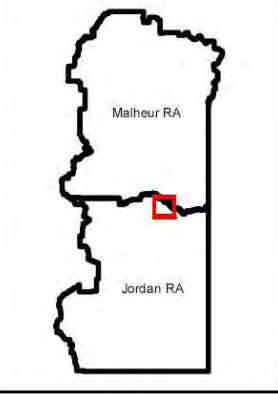
Wilderness Characteristics - Overview

Jordan Craters Contiguous - OR-036-092 - Map 1 of 2



Legend

<ul style="list-style-type: none"> Developed Spring Wildlife Guzzler Earthen Reservoir Pipeline Trough Fence Storage Tank Surface Mining Disturbance Sage Grouse Lek Special Status Plant BLM Wild Char Inventory Unit Wilderness Study Area Mineral Material Site Road/Utility Right-of-Way Major Water Body 	<ul style="list-style-type: none"> Route Types - BLM Determination Boundary Road Motorized Primitive Trail (MPT) Discontinued Use Routes - Outside Wild Char Unit County Major Highway BLM Numbered & Other Routes Land Ownership Bureau of Land Management State Private Other Federal Land
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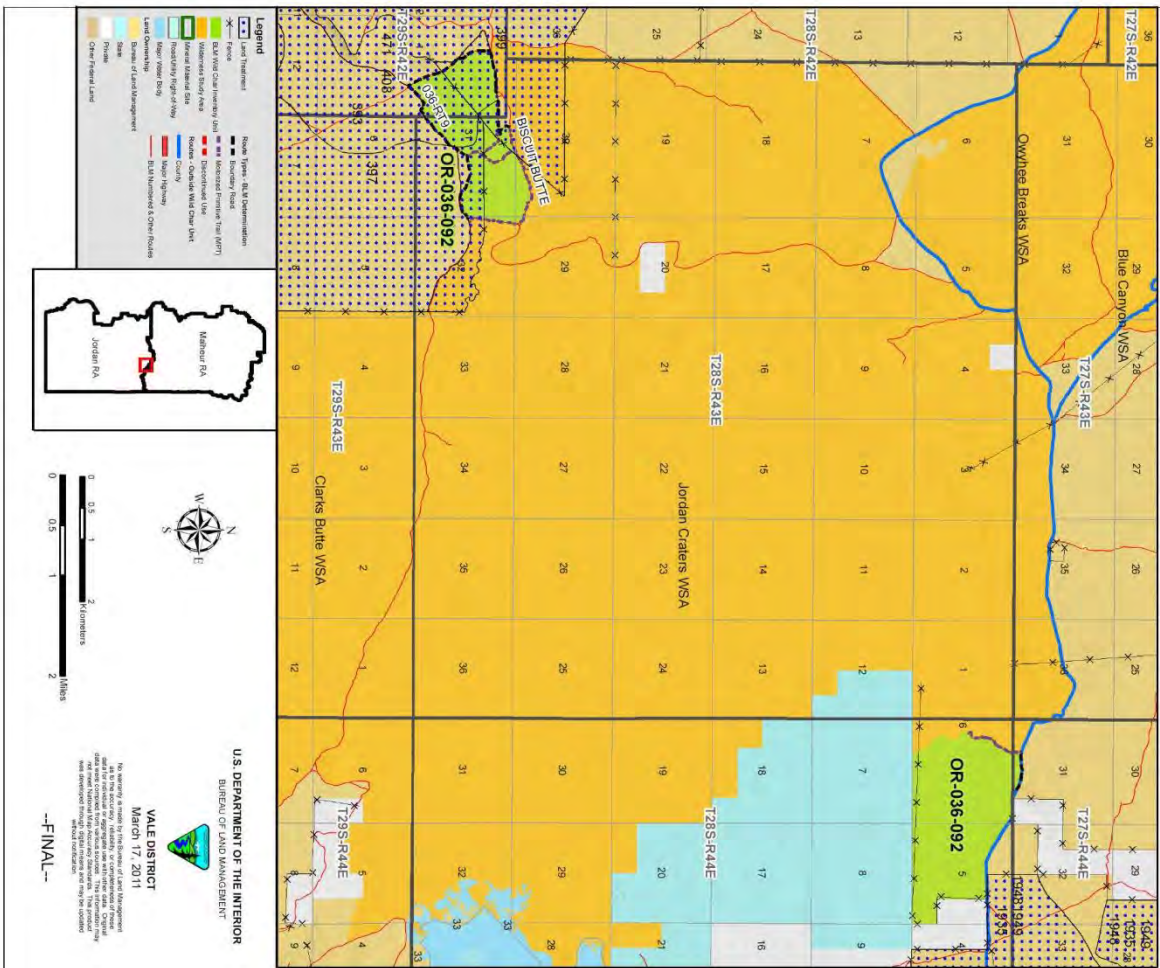
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VALE DISTRICT
March 17, 2011

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--FINAL--

Wilderness Characteristics - Land Treatments
Jordan Craters Contiguous - OR-036-092 - Map 2 of 2



Wilderness Characteristics - Land Treatments
Jordan Craters Contiguous - OR-036-092 - Map 2 of 2

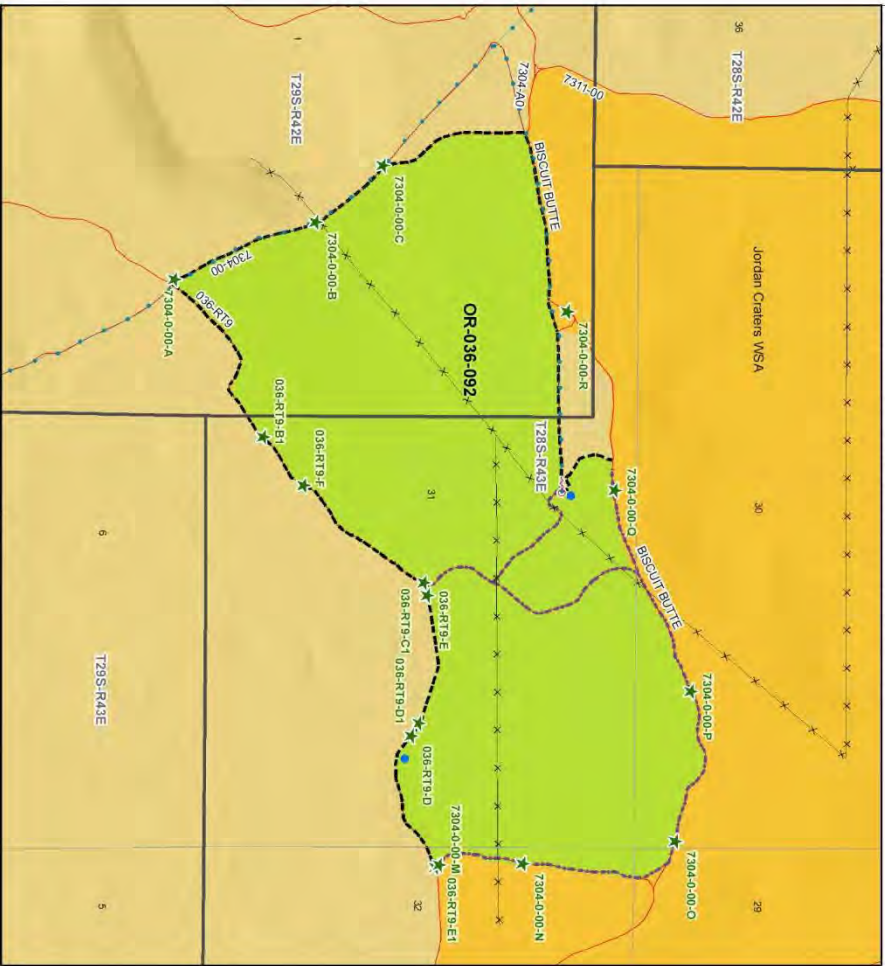
OBJECTID *	NAME	TREATMENT TYPE	SEED GROUP	DATE
393	WEST CRATER B.C.	Chemical Treatment	Not Applicable	1969
397	BOGUS LAKE/REHAB	Drill Seeding	Unknown	1973
399	MUD FLAT BRUSH SPRAY	Chemical Treatment	Not Applicable	1956
408	BOGUS CR ESR & ADDENDUM	Drill Seeding	A mix of non-native gr	1996
471	BOGUS CR ESR & ADDENDUM	Aerial Seeding	A mix of non-native gr	1996
1935	SC HAABLE CREEK SEEDING	Prescribed Burn	Not Applicable	1963
1948	SC HAABLE CREEK SEEDING	Plow/Disc	Not Applicable	1963
1949	SC HAABLE CREEK SEEDING	Drill Seeding	Unknown	1963

Note: The Land Treatments represented by navy blue dots on the map to the left are labeled with the treatments' ObjectIDs listed in the first field of the Land Treatments table shown above. Multiple types of treatments may have been applied to the same area. For example, one treatment area may have been plowed and drill seeded - a record is shown in the table for each type of treatment.

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 BUREAU OF LAND MANAGEMENT
 VALE DISTRICT
 MARCH 17, 2011
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--FINAL--

Wilderness Characteristics - BLM Photo Points
Jordan Craters Contiguous - OR-036-092



Wilderness Characteristics - BLM Photo Points
Jordan Craters Contiguous - OR-036-092

PHOTO LOCATION*	DIRECTION	PHOTO TYPE	PHOTO DATE	COMMENTS
7304-0-00-R	E	Route	20090413	Small berms. Rocks removed.
7304-0-00-R	W	Route	20090413	Small berms. Rocks removed.
7304-0-00-Q	E	Route	20090413	Brush, grass in route.
7304-0-00-Q	W	Route	20090413	Brush, grass in route.
7304-0-00-P	E	Route	20090413	Brush, grass in route.
7304-0-00-P	W	Route	20090413	Brush, grass in route.
7304-0-00-O	E	Route	20090413	Brush, grass in route.
7304-0-00-O	W	Route	20090413	Brush, grass in route.
7304-0-00-N	S	Route	20090413	Brush, grass in route.
7304-0-00-N	N	Route	20090413	Brush, grass in route.
7304-0-00-M	S	Route	20090413	Brush, grass in route.
7304-0-00-M	N	Route	20090413	Brush, grass in route.
7304-0-00-C	NW	Route	20080824	Front, cattle guard
7304-0-00-C	SE	Route	20080824	Back
7304-0-00-B	NW	Route	20080824	Front, cattle guard
7304-0-00-B	S	Route	20080824	Back
7304-0-00-A	E	Route	20080824	OR-036-059-B-E Fence
7304-0-00-A	W	Route	20080824	OR-036-059-B-W Fence
7304-0-00-A	NW	Route	20080824	Front, beginning of RT 7304-0-00
7304-0-00-A	SE	Route	20080824	Back, beginning of RT 7304-0-00, intersection
036-RT9-F	SW	Route	20090413	Berm.
036-RT9-F	SE	Route	20090413	Berm.
036-RT9-E	E	Route	20080825	Front, end of 036-RT9
036-RT9-E	W	Route	20080825	Back, end of 036-RT9
036-RT9-E	W	Route	20090413	Berm.
036-RT9-E	E	Route	20090413	Berm.
036-RT9-D	SW	Route	20080825	Front
036-RT9-D	NW	Route	20080825	Back
036-RT9-D	NW	Route	20090413	Rocks removed from route.
036-RT9-D	SE	Route	20090413	Rocks removed from route.
036-RT9-C	E	Route	20080825	Front, cattle gate and fence
036-RT9-C	SW	Route	20080825	Back
036-RT9-B	NE	Route	20080825	Front
036-RT9-B	SW	Route	20080825	Back

Note: The BLM Wild Char PhotoPoints displayed on the map are labeled with their Photo Locations. The BLM Photo Log table shown above lists the photos taken at their respective Photo Locations. Multiple photos may be taken at each Photo Location. Scenery and Project Photo Type pictures have their photo names provided in the Comments field.

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036-RT9-B1-NE.JPG



036-RT9-B1-SW.JPG



036-RT9-C1-E.JPG



036-RT9-C1-SW.JPG



036-RT9-D-NW.jpg



036-RT9-D-SE.jpg



036-RT9-D1-NW.JPG



036-RT9-D1-SW.JPG



036-RT9-E-E.jpg



036-RT9-E-W.jpg



036-RT9-E1-E.JPG



036-RT9-E1-W.JPG



036-RT9-F-NE.jpg



036-RT9-F-SW.jpg



7304-0-00-A-NW.JPG



7304-0-00-A-SE.JPG



7304-0-00-B-NW.JPG



7304-0-00-B-S.JPG



7304-0-00-C-NW.JPG



7304-0-00-C-SE.JPG



7304-0-00-M-E.jpg



7304-0-00-M-W.jpg



7304-0-00-N-E.jpg



7304-0-00-N-W.jpg



7304-0-00-O-E.jpg



7304-0-00-O-W.jpg



7304-0-00-P-E.jpg



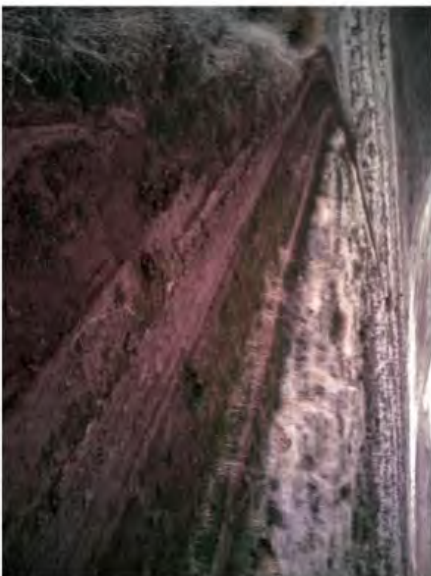
7304-0-00-P-W.jpg



7304-0-00-Q-E.jpg



7304-0-00-Q-W.jpg



7304-0-00-R-E.jpg



7304-0-00-R-W.jpg



OR-036-059-B-E.JPG



OR-036-059-B-W.JPG

H-6300-1-WILDERNESS INVENTORY MAINTENANCE IN BLM OREGON/WASHINGTON

APPENDIX C – ROAD* ANALYSIS

(Factors to consider when determining whether a route is a road for wilderness inventory purposes)

Wilderness Inventory Unit Name/Number (UNIT_ID): OR-036-092—Jordan Craters (Contiguous)

NOTE: This unit is affected by ONDA’s Clark’s Butte proposed WSA Addition.

Route Name and/or Identifier (*Include Transportation Plan Identifier, if known; include route number supplied by citizen information when available*):

BLM Road 036-RT9

ONDA partial of designated BLM Road 036-RT9 as route (way) OR9i and JC3

ONDA did not inventory the entire route along BLM 036-RT9

- I. LOCATION:** See attached map. BLM unit OR-036-092 contains BLM Road 036-RT9 as the south boundary of the southwest parcel of the unit.

List photo point references:

BLM Road photos 036-RT9-D through F (5 photos); BLM Road photos 036-RT9-A1 through E1 (10 photos)

ONDA route (way) OR9i no photos or description other than in GIS and on Road Log as a “way” and a partial of JC3 no photos or description

II. CURRENT PURPOSE OF ROUTE:

Examples: Rangeland/Livestock Improvements (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: BLM Road 036-RT9 is utilized mainly by recreationist for accessing numerous WSAs in the area, by ranchers (as observed by current BLM staff) and by BLM staff for the administration of rangeland resources, livestock grazing, and the maintenance of livestock improvements (fences, springs, pipelines, and reservoirs) in two allotments. The road is also used on a seasonal basis by hunters during the fall months.

III. ROAD RIGHT-OF-WAY:

Is a road right-of-way associated with this route?

Yes _____ No X Unknown _____

IV. CONSTRUCTION

BLM Road 036-RT94 Yes No

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

Describe: BLM Road 036-RT9 was probably constructed sometime during the 1960s-1970s. No exact date can be found at this time when the road was constructed but BLM Road 036-RT9 contains remnants of berms along both sides of the bladed roadbed. Vegetation now covers the majority of the berms. The east-central portion of BLM Road 036-RT9 as it enters the Mud Lake basin is void of berms because this section of road is periodically inundated by the waters of Mud Lake during the early spring months.

ONDA in their 2004 Wilderness inventory document made the following statement to provide information that there were no roads in the northern portion of their Clark's Butte proposed WSA Addition; "In addition, JC4a is an overgrown, washed-out way with little sign of use (photo BD43) that leads to a stock tank. At the stock tank, JC3 and JC4b was not visible (photo BD44). JC1a is an overgrown and rutted way with little sign of use (photos BD36, 42), as are JC1b and JC2. Biscuit Butte Rd (photos BD45, 47), which is a way by the time it gets to Clark's Butte proposed WSA Addition, follows JC3 and connects to the south part of OR9j. This part of 3-120 is therefore not separated from the Mud Lake portion of 3-128. JC1b is also not visible from the south. Most of these ways have never been improved or maintained by mechanical means and none of them still are."

BLM corrects the statement by; 1) agrees that ONDA's JC4 is an MPT (ONDA's way); 2) JC3 (partial of BLM Road 036-RT9) at the tank is not a route but a livestock trail that heads eastward and leads to a reservoir where ONDA's route JC3 should end; 3) Coming from east of the reservoir, ONDA's JC3 ends at the reservoir and follows the livestock trail (BLM Road 036-RT9) but should continue around the reservoir then through a portion of Mud Lake shoreline and westward to join with ONDA's route OR9i.

V. IMPROVEMENTS

Yes _____ No

By Hand Tools _____ By Machine _____

Examples: Culverts _____ Stream Crossings _____ Bridges _____
Drainage _____ Barriers _____ Other _____

Describe:

VI. MAINTENANCE:

A. Is there Evidence or Documentation of Maintenance using hand tools or machinery? Yes No

If yes: Hand Tools (Y/N) **Machine (Y/N)**

Explain: Maintenance was last performed on BLM Road 036-RT9 in 2005 by BLM heavy equipment. The roadway is wide, void of perennial vegetation, and contains berms that are partially covered by perennial vegetation.

To reduce the potential for erosion and the establishment of invasive plant and weed species, BLM emphasizes minimal ground disturbance for road construction and maintenance, through Best Management Practices (BMPs) as described in the SEORMP, Appendix O. BMPs are designed to assist in achieving land use objectives for maintaining or improving water quality, soil productivity, and the protection of watershed resources from ground disturbing activities. Therefore, BLM does not grade many roads unless obstruction to vehicle passage is evident. To further reduce ground disturbance and to minimize disruption of natural drainage patterns, roads are kept to the minimal width necessary. Additional precautions are taken to reduce vegetation removal by retention of vegetation on cut-slopes unless it proposes a safety hazard or restricts maintenance activities, and by conducting roadside brushing of vegetation in a way that prevents disturbance to plant root systems and does not create visual intrusions.

B. If the route is in good condition, but there is no evidence of maintenance, would mechanical maintenance with hand tools or machines be approved by BLM in the event this route became impassable?

Yes No

Comments: BLM Road 036-RT9 would be approved by management to be maintained as necessary because the road is a well-used east-west route between the Cow Lakes area and the Owyhee River Rim. This road is used as the main access to ranchers and BLM staff for administration purposes throughout the year except when Mud Lake is inundated by high water during the spring months when runoff from snowmelt and rainstorms are most prevalent. An alternative to avoiding this road when periodic high water precludes access through Mud Lake would be to construct a short, approximately one-half mile, spur road to south of the high water mark of the Mud Lake shoreline and discontinue use of the road through the lakebed. This would also decreased use on BLM Road 7304-0-00 that loops north of the lake and is seldom used except when the Lake is inundated by high water. Presently the northern loop section of BLM Road 7304-0-00 has been determined not to meet the definition of a road and is now classified as a MPT for purposes of this inventory. Currently the northern loop section of BLM Road 7304-0-00 is part of the Vale District's Transportation Plan and would continue to be scheduled for maintenance in the future.

VII. REGULAR AND CONTINUOUS USE:Yes No

Describe evidence (vehicle tracks observed) and other rationale for whether use has occurred and will continue to occur on a relatively regular basis:

BLM Road 036-RT9 has received regular use as evident from a wide roadway and tire disturbance indicating continual use. BLM Road 036-RT9 has annual seasonal use as evidence by the lack of vegetation in all road segments and by well-used bare ground where vehicle tire tracks can be observed. BLM Road 036-RT9 is well traveled, wide along most of its length, and is clearly defined on the landscape. BLM Road 036-RT9 is also used on a seasonal basis by hunters, ranchers, BLM staff, and recreation enthusiasts.

VIII. CONCLUSION:

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

Road: Yes No

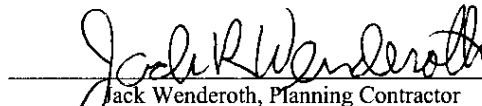
Explanation: BLM has determined that BLM Road 036-RT9 meets the definition of a road as stated in Sections IV, V, VI-A, VI-B, and VII above. BLM Road 036-RT9 was constructed by mechanical equipment, has been maintained since being constructed, would be approved to be maintained by management as needed if the road base became impassable, and has had regular and continuous use. BLM Road 036-RT9 is clearly defined on aerial photography provided by the National Agricultural Imagery Program (NAIP) that BLM utilizes to supplement its current road information. Refer to BLM 7304-00 Road Analysis Map for location of BLM Road 036-RT9.

Evaluator(s):



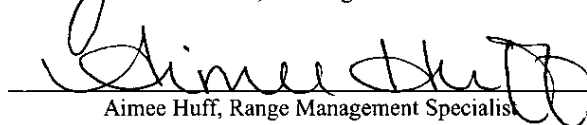
Eian Ray, Outdoor Recreation Planner

Date: 4-5-11



Jack Wenderoth, Planning Contractor

Date: 4-5-11



Aimee Huff, Range Management Specialist

Date: 4/5/2011

Following is the definition from Glossary of OSO 7-3-2007 Draft H-6300-1:

* **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.

The BLM will continue to base the definition of what constitutes a “road” from the FLPMA’s legislative history. The language below is from the House of Representatives Committee Report 94-1163, page 17, dated May 15, 1976, on what became the FLPMA. It is the only statement regarding the definition of a road in the law or legislative history.

“The word ‘roadless’ refers to the absence of roads which have 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.”

The BLM previously adopted and will continue to use the following sub-definitions of certain words and phrases in the BLM road definition stated above:

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.

A road that was established or has been maintained solely by the passage of vehicles would not be considered a road, even if it is used on a relatively regular and continuous basis. Vehicle roads constructed by mechanical means but that are no longer being maintained by mechanical methods are not roads. Sole use of hands and feet to move rocks or dirt without the use of tools or machinery does not meet the definition of “mechanical means.” Roads need not be “maintained” on a regular basis but rather “maintained” when road conditions warrant actions to keep it in a usable condition. A dead-end (cherry-stem) road can form the boundary of an inventory area and does not by itself disqualify an area from being considered “roadless”.

**H-6300-1-WILDERNESS INVENTORY MAINTENANCE
IN BLM OREGON/WASHINGTON**

APPENDIX C – ROAD* ANALYSIS

(Factors to consider when determining whether a route is a road for wilderness inventory purposes)

Wilderness Inventory Unit Name/Number (UNIT_ID): OR-036-092—Jordan Craters (Contiguous)

NOTE: This unit is affected by ONDA’s proposed Clarks Butte WSA.

Route Name and/or Identifier *(Include Transportation Plan Identifier, if known; include route number supplied by citizen information when available):*

BLM Road 7304-0-00 Section B-C (Biscuit Butte Road)
ONDA partial of designated BLM Road 7304-0-00 as route (way) JC1b, and OR7b

VIII. LOCATION: Refer to attached map. This section of BLM Road 7304-0-00 is the north boundary of the southwest parcel of the OR-036-092 unit.

List photo point references:

BLM Road 7304-0-00 Section B-C photos 7304-0-00-M through Q (10 photos)
ONDA routes (ways) JC1b photo- BD042, and OR7b photos-(none)

IX. CURRENT PURPOSE OF ROUTE:

(Examples: Rangeland/Livestock Improvements (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: BLM Road 7304-0-00 is utilized mainly by recreationist for accessing the southern area of the Jordan Craters WSA, by ranchers (as observed by current BLM staff) and by BLM staff for the administration of rangeland resources, livestock grazing, and the maintenance of livestock improvements (fences, springs, pipelines, and reservoirs) in two allotments. Road 7304-0-00 is also used on a seasonal basis by hunters and as an alternative route around Mud Lake when the water within the lake precludes travel along BLM Road 036-RT9. This section of BLM Road 7304-0-00 is the current southern boundary of the Jordan Craters WSA with the southwest parcel of Unit OR-036-092.

X. ROAD RIGHT-OF-WAY:

Is a road right-of-way associated with this route?

Yes _____ No X Unknown _____

XI. CONSTRUCTION

Yes _____ No X _____

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

Describe:

XII. IMPROVEMENTS

Yes _____ No X _____

By Hand Tools _____ **By Machine** _____

Examples: Culverts _____ Stream Crossings _____ Bridges _____
Drainage _____ Barriers _____ Other _____

Describe:

XIII. MAINTENANCE:

A. Is there Evidence or Documentation of Maintenance using hand tools or machinery? Yes _____ No X _____

If yes: Hand Tools (Y/N) _____ Machine (Y/N) _____

Explain:

B. If the route is in good condition, but there is no evidence of maintenance, would mechanical maintenance with hand tools or machines be approved by BLM in the event this route became impassable?

Yes X _____ No _____

Comments: The main reason that BLM Road 7304-0-00 would be approved to be maintained by BLM management is because the route is the only alternative route around Mud Lake that allows east-west travel between the Cow Lakes area and the Owyhee

River Rim when water levels in the lake rise to a point that precludes travel along BLM Road 036-RT9.

XIV. REGULAR AND CONTINUOUS USE:

Yes _____ No X

Describe evidence (vehicle tracks observed) and other rationale for whether use has occurred and will continue to occur on a relatively regular basis:

VIII. CONCLUSION:

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

Road: Yes _____ No X

Explanation: BLM Road 7304-0-00 Section B-C that serves as the southern boundary of the Jordan Craters WSA does not meet the definition of a road under the current inventory criteria. Therefore this section of road has been reclassified as a motorized primitive trail (MPT). The route is currently a BLM numbered route within the Vale District Transportation Plan and would be maintained as necessary to a level that would allow safe travel. Refer to BLM 7304-00 Road Analysis Map for location of BLM Road 7304-0-00 Section B-C.

Evaluator(s): Eian Ray **Date:** 4-5-11
Eian Ray, Outdoor Recreation Planner

Jack Wenderoth **Date:** 4-5-11
Jack Wenderoth, Planning Contractor

Aimee Huff **Date:** 4/5/2011
Aimee Huff, Range Management Specialist

Following is the definition from Glossary of OSO 7-3-2007 Draft H-6300-1:

* **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.

The BLM will continue to base the definition of what constitutes a “road” from the FLPMA’s legislative history. The language below is from the House of Representatives Committee Report 94-1163, page 17, dated May 15, 1976, on what became the FLPMA. It is the only statement regarding the definition of a road in the law or legislative history.

“The word ‘roadless’ refers to the absence of roads which have 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.”

The BLM previously adopted and will continue to use the following sub-definitions of certain words and phrases in the BLM road definition stated above:

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.

A road that was established or has been maintained solely by the passage of vehicles would not be considered a road, even if it is used on a relatively regular and continuous basis. Vehicle roads constructed by mechanical means but that are no longer being maintained by mechanical methods are not roads. Sole use of hands and feet to move rocks or dirt without the use of tools or machinery does not meet the definition of “mechanical means.” Roads need not be “maintained” on a regular basis but rather “maintained” when road conditions warrant actions to keep it in a usable condition. A dead-end (cherry-stem) road can form the boundary of an inventory area and does not by itself disqualify an area from being considered “roadless”.

**H-6300-1-WILDERNESS INVENTORY MAINTENANCE
IN BLM OREGON/WASHINGTON**

APPENDIX C – ROAD* ANALYSIS

(Factors to consider when determining whether a route is a road for wilderness inventory purposes)

Wilderness Inventory Unit Name/Number (UNIT_ID): OR-036-092—Jordan Craters (Contiguous)

NOTE: This unit is affected by ONDA’s proposed Clarks Butte WSA.

Route Name and/or Identifier *(Include Transportation Plan Identifier, if known; include route number supplied by citizen information when available):*

BLM Road 7304-0-00 Section C-D (Biscuit Butte Road)
ONDA partial of designated BLM Road 7304-0-00 as route (way) JC1a, OR7a, and OR7b

XV. LOCATION: Refer to attached map. This section of BLM Road 7304-0-00 is the north boundary of the southwest parcel of the OR-036-092 unit.

List photo point references:

BLM Road 7304-0-00 Section C-D photos 7304-0-00-S (2 photos)
ONDA routes (ways) JC1a photos BD036 and BD037, OR7a photos BD033, BD034, and BD038 (OR6 on photo log), and OR7b photos (none) ONDA’s Photo Log, Road Log, Geographical Information System, and photographs for this section of BLM Road 7304-0-00 are not consistent for the information provided.

XVI. CURRENT PURPOSE OF ROUTE:

(Examples: Rangeland/Livestock Improvements (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: BLM Road 7304-0-00 is utilized mainly by recreationist for accessing the southern area of the Jordan Craters WSA, by ranchers (as observed by current BLM staff) and by BLM staff for the administration of rangeland resources, livestock grazing, and the maintenance of livestock improvements (fences, springs, pipelines, and reservoirs) in two allotments. BLM Road 7304-0-00 is used on a constant basis to access the Mud Lake Well and pipeline system. The Mud Lake Well provides water to many spur pipelines distributed throughout numerous allotments and pastures. Ranches use BLM Road 7304-0-00 to access the Mud Lake Well to perform maintenance and for management of directing water to various pipelines in pastures throughout the grazing

season. Road 7304-0-00 is also used on a seasonal basis by hunters and as an alternative route around Mud Lake when the water within the lake precludes travel along BLM Road 036-RT9. BLM Road 7304-0-00 section C-D is the current southern boundary of the Jordan Craters WSA with the southwest parcel of Unit OR-036-092.

XVII. ROAD RIGHT-OF-WAY:

Is a road right-of-way associated with this route?

Yes _____ No X Unknown _____

XVIII. CONSTRUCTION

Yes X No _____

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

Describe: BLM Road 7304-0-00 was probably constructed sometime during the 1960s-1970s by heavy equipment, consists of natural material, and is part of the BLM Vale District Transportation Plan. No exact date can be found at this time when the road was constructed but BLM Road 7304-0-00 contains remnants of berms along both sides of the bladed roadbed. Vegetation now covers the majority of the berms.

BLM Road 7304-0-00 contains berms along the majority of both sides of the bladed roadbed. The majority of the berms along the roadbed are now covered mostly by perennial grasses along with annual plants since the original berm width has not been bladed for many years. Currently in an effort to reduce weed establishment along roads on public land the BLM blades only the roadbed when performing maintenance and not the entire width of the road that included berms when the road was originally constructed.

Presently the original constructed road berms are not particularly pronounced but the width of the constructed road can be determined along the road by the lack of brush (BLM photos 7304-0-00-S-E an S-W and ONDA photo DB 034). Both BLM photographs along BLM Road 7304-0-00 show that maintenance was performed since the road was constructed as indicated by the lack of any vegetation across the bladed road width (excluding berms).

In their 2004 Wilderness inventory document ONDA made the following statement to provide information that there were no roads in the northern portion of their Clark's Butte proposed WSA Addition; "JC1a is an overgrown and rutted way with little sign of use (photos BD 036, 042), as are JC1b and JC2." Based on these photographs and field information, ONDA determined that a section of BLM Road 7304-0-00 was not a road

but a way. Contained within ONDA's GIS information for their inventoried routes ONDA claimed the JC1a section of BLM Road 7304-0-00 was not improved, rutted, overgrown with vegetation and received little use. BLM does not disagree with ONDA's findings for that section of JC1a that corresponds with BLM Road 7304-0-00 Section B-C but does not agree with ONDA's conclusion of JC1a for BLM Road 7304-0-00 Section C-D. BLM Road Section C-D was maintained in 2005 shortly after ONDA recorded its information in 2003 for route JC1a. ONDA also recorded that their route OR7a that corresponds with BLM Road 7304-0-00 Section C-D had not been maintained but had been previously bladed and is now rutted and overgrown with vegetation. ONDA's route OR7a that corresponds with BLM's Road 7304-0-00 Section C-D was also maintained in 2005.

XIX. IMPROVEMENTS

Yes _____ No X_____

By Hand Tools _____ By Machine _____

Examples: Culverts _____ Stream Crossings _____ Bridges _____
 Drainage _____ Barriers _____ Other _____

Describe:

XX. MAINTENANCE:

A. Is there Evidence or Documentation of Maintenance using hand tools or machinery? Yes X_____ No _____

If yes: Hand Tools (Y/N) _____ **Machine (Y/N)** Y_____

Explain: Maintenance was last performed on BLM Road 7304-0-00 Section C-D in 2005 by BLM heavy equipment. The roadway is wide, void of perennial vegetation, and contains berms that are partially covered by perennial vegetation.

To reduce the potential for erosion and the establishment of invasive plant and weed species, BLM emphasizes minimal ground disturbance for road construction and maintenance, through Best Management Practices (BMPs) as described in the SEORMP, Appendix O. BMPs are designed to assist in achieving land use objectives for maintaining or improving water quality, soil productivity, and the protection of watershed resources from ground disturbing activities. Therefore, BLM does not grade many roads unless obstruction to vehicle passage is evident. To further reduce ground disturbance and to minimize disruption of natural drainage patterns, roads are kept to the minimal width necessary. Additional precautions are taken to reduce vegetation removal by retention of vegetation on cut-slopes unless it proposes a safety hazard or restricts

maintenance activities, and by conducting roadside brushing of vegetation in a way that prevents disturbance to plant root systems and does not create visual intrusions.

B. If the route is in good condition, but there is no evidence of maintenance, would mechanical maintenance with hand tools or machines be approved by BLM in the event this route became impassable?

Yes X No

Comments: The main reason that BLM Road 7304-0-00 Section C-D would be approved to be maintained by BLM management is because the route is the only alternative route around Mud Lake that allows east-west travel in the area when the water level in the lake rises to a point that precludes travel along BLM Road 036-RT9.

XXI. REGULAR AND CONTINUOUS USE:

Yes X No

Describe evidence (vehicle tracks observed) and other rationale for whether use has occurred and will continue to occur on a relatively regular basis:

BLM Road 7304-0-00 Section C-D has received regular use as evident from a wide roadway and tire disturbance indicating continual use (BLM photos 7304-0-00-S-E and S-W and ONDA photo DB 034). BLM Road 7304-0-00 has annual seasonal use as evidence by the lack of perennial vegetation in all road segments and by well-used bare ground where vehicle tire tracks can be observed. BLM Road 7304-0-00 Section C-D is well traveled, wide along most of its length, and is clearly defined on the landscape. BLM Road 7304-0-00 is also used on a seasonal basis by hunters, ranchers, BLM staff, and recreation enthusiasts.

VIII. CONCLUSION:

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

Road: Yes X No X

Explanation: BLM has determined that BLM Road 7304-0-00 Section C-D meets the definition of a road as stated in Sections IV, V, VI-A, VI-B, and VII above. BLM Road 7304-0-00 was constructed by mechanical equipment, has been maintained since being constructed, would be approved to be maintained by management as needed if the road base became impassable, and has had regular and continuous use.

BLM does not support ONDA’s conclusion that BLM Road 7304-0-00 Section C-D is not a road. This finding is based on BLM performed road maintenance during 2005, photographs from 2009, on field reconnaissance, and that BLM Road 7304-0-00 Section C-D is clearly defined on aerial photography provided by the National Agricultural Imagery Program (NAIP) that BLM utilizes to supplement its current road information. Refer to BLM 7304-00 Road Analysis Map for location of BLM Road 7304-0-00 Section C-D.

Evaluator(s):  **Date:** 4-5-11
Eian Ray, Outdoor Recreation Planner

 **Date:** 4-5-11
Jack Wenderoth, Planning Contractor

 **Date:** 4/5/2011
Aimee Huff, Range Management Specialist

 Following is the definition from Glossary of OSO 7-3-2007 Draft H-6300-1:

* **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.

The BLM will continue to base the definition of what constitutes a “road” from the FLPMA’s legislative history. The language below is from the House of Representatives Committee Report 94-1163, page 17, dated May 15, 1976, on what became the FLPMA. It is the only statement regarding the definition of a road in the law or legislative history.

“The word ‘roadless’ refers to the absence of roads which have 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.”

The BLM previously adopted and will continue to use the following sub-definitions of certain words and phrases in the BLM road definition stated above:

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.

A road that was established or has been maintained solely by the passage of vehicles would not be considered a road, even if it is used on a relatively regular and continuous basis. Vehicle roads constructed by mechanical means but that are no longer being maintained by mechanical methods are not roads. Sole use of hands and feet to move rocks or dirt without the use of tools or machinery does not meet the definition of “mechanical means.” Roads need not be “maintained” on a regular basis but rather “maintained” when road conditions warrant actions to keep it in a usable condition. A dead-end (cherry-stem) road can form the boundary of an inventory area and does not by itself disqualify an area from being considered “roadless”.

**H-6300-1-WILDERNESS INVENTORY MAINTENANCE
IN BLM OREGON/WASHINGTON**

APPENDIX C – ROAD* ANALYSIS

(Factors to consider when determining whether a route is a road for wilderness inventory purposes)

Wilderness Inventory Unit Name/Number (UNIT_ID): OR-036-092—Jordan Craters (Contiguous)

NOTE: This unit is affected by ONDA’s proposed Clarks Butte WSA.

Route Name and/or Identifier *(Include Transportation Plan Identifier, if known; include route number supplied by citizen information when available):*

BLM Road 7304-0-00 Section D-E (Biscuit Butte Road)
ONDA partial of designated BLM Road 7304-0-00 as route (way) OR7a

XXII. LOCATION: Refer to attached map. This section of BLM Road 7304-0-00 is the east boundary of BLM Unit OR-036-059 and the west boundary of BLM Unit OR-036-092.

List photo point references:

BLM Road 7304-0-00 Section D-E photos 7304-0-00-A through D (8 photos)
ONDA route (way) OR7a photos BD030 and BD035

XXIII. CURRENT PURPOSE OF ROUTE:

(Examples: Rangeland/Livestock Improvements (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: BLM Road 7304-0-00 is utilized mainly by recreationist for accessing the southern area of the Jordan Craters WSA and the Owyhee River Rim, by ranchers (as observed by current BLM staff) and by BLM staff for the administration of rangeland resources, livestock grazing, and the maintenance of livestock improvements (fences, springs, pipelines, and reservoirs) in two allotments. BLM Road 7304-0-00 is used on a constant basis to access the Mud Lake Well and pipeline system. The Mud Lake Well provides water to many spur pipelines distributed throughout numerous allotments and pastures.

Ranchers (permittees) use BLM Road 7304-0-00 to access the Mud Lake Well to perform maintenance and for management of directing water to various pipelines in pastures

throughout the grazing season. Road 7304-0-00 is also used on a seasonal basis by hunters and as an alternative route around Mud Lake when the water within the lake precludes travel along BLM Road 036-RT9. BLM Road 7304-0-00 section D-E is the current western boundary of the BLM Jordan Craters Contiguous Unit OR-036-092.

XXIV. ROAD RIGHT-OF-WAY:

Is a road right-of-way associated with this route?

Yes _____ No X Unknown _____

XXV. CONSTRUCTION

Yes X No _____

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

Describe: BLM Road 7304-0-00 Section D-E was probably constructed sometime during the 1960s-1970s by heavy equipment, consists of natural material, and is part of the BLM Vale District Transportation Plan. No exact date can be found at this time when the road was constructed but BLM Road 7304-0-00 contains remnants of berms along both sides of the bladed roadbed and drainage ditches in segments of the road.

Vegetation now covers the majority of the berms. The berms along the roadbed are now covered mostly by perennial grasses along with annual plants since the original berm width has not been bladed for many years. Currently in an effort to reduce weed establishment along roads on public land the BLM blades only the roadbed when performing maintenance and not the entire width of the road that included berms when the road was originally constructed.

Presently the original constructed road berms are not particularly pronounced but the width of the constructed road can be determined along the road by the lack of brush (BLM photos 7304-0-00-A-NW, B-S, C-SE, and D-S and ONDA photo DB 030 and 035). All BLM photographs along BLM Road 7304-0-00 show that maintenance was performed since the road was constructed as indicated by the lack of any vegetation across the bladed road width (excluding berms).

In their 2004 Wilderness inventory document ONDA made the following statement to provide information that there were no roads in the northern portion of their Clark's Butte proposed WSA Addition; "Clark's Butte proposed WSA Addition is bounded by Bogus Ranch Rd to the west, roads OR9d, OR9e, OR9g, and OR7a to the north" (photos BD 030, 035) but added in their Geographic Information System (GIS) that their route OR7a is a "way" that is in poor condition, rutted, overgrown, and not previously bladed but not

maintained. ONDA in their document for their section of OR7a referred to it as a road but in their GIS information and on their map for the Clarks Butte Addition refer to OR7a as a “way”.

XXVI. IMPROVEMENTS

Yes No

By Hand Tools By Machine

Examples: Culverts Stream Crossings Bridges
 Drainage Barriers Other

Describe: Some segments of BLM Road 7304-0-00 section D-E contain ditches along the roadbed to drain water from the road (BLM photo 7304-0-00-A-NW and are usually part of the original construction. Therefore, the drainage ditches are considered an improvement even through many roads throughout the Vale District do not contain this feature.

XXVII. MAINTENANCE:

A. Is there Evidence or Documentation of Maintenance using hand tools or machinery? Yes No

If yes: Hand Tools (Y/N) **Machine (Y/N)**

Explain: Up until now BLM has been unable to locate a written record of when maintenance was last performed on section D-E of BLM Road 7304-0-00. The roadway has received maintenance as needed throughout the past 10 years as evident by BLM photographs of the road width and the vast majority of the roadbed and some berms being void of perennial vegetation. BLM does not agree with ONDA’s findings that BLM Road 7304-0-00 Section D-E has not been maintained. Section D-E requires little maintenance to remain a well-traveled serviceable road and disagrees with ONDA findings that this section of road is rutted and overgrown as can be seen in all BLM corresponding photographs.

To reduce the potential for erosion and the establishment of invasive plant and weed species, BLM emphasizes minimal ground disturbance for road construction and maintenance, through Best Management Practices (BMPs) as described in the SEORMP, Appendix O. BMPs are designed to assist in achieving land use objectives for maintaining or improving water quality, soil productivity, and the protection of watershed

resources from ground disturbing activities. Therefore, BLM does not grade many roads unless obstruction to vehicle passage is evident. To further reduce ground disturbance and to minimize disruption of natural drainage patterns, roads are kept to the minimal width necessary. Additional precautions are taken to reduce vegetation removal by retention of vegetation on cut-slopes unless it proposes a safety hazard or restricts maintenance activities, and by conducting roadside brushing of vegetation in a way that prevents disturbance to plant root systems and does not create visual intrusions.

B. If the route is in good condition, but there is no evidence of maintenance, would mechanical maintenance with hand tools or machines be approved by BLM in the event this route became impassable?

Yes X No

Comments: BLM Road 7394-0-00 Section D-E would be approved by management to be maintained as necessary because the road is a well-used north-south road between Jordan Valley with BLM allotments, WSAs, and the Owyhee River Rim. This road is used as the main access to ranchers and BLM staff for administration purposes throughout the year. Another important reason to maintain this road is because it is the only alternative route around Mud Lake that allows east-west travel in the area when the water level in the lake rises to a point that precludes travel along BLM Road 036-RT9.

XXVIII. REGULAR AND CONTINUOUS USE:

Yes X No

Describe evidence (vehicle tracks observed) and other rationale for whether use has occurred and will continue to occur on a relatively regular basis:

BLM Road 7304-0-00 section D-E has received regular use as evident from a wide roadway and tire disturbance indicating continual use (BLM photos 7304-0-00-A through D and ONDA photos DB 030 and 035). BLM Road 7304-0-00 has annual seasonal use as evidence by the lack of perennial vegetation in all road segments and by well-used bare ground where vehicle tire tracks can be observed. BLM Road 7304-0-00 Section D-E is well traveled, wide along most of its length, and is clearly defined on the landscape. BLM Road 7304-0-00 is also used on a seasonal basis by hunters, ranchers, BLM staff, and recreation enthusiasts.

VIII. CONCLUSION:

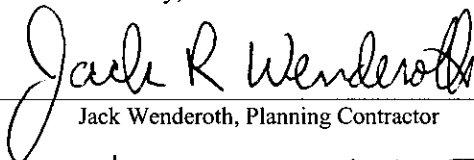
To meet the definition of a road, items IV or V, and VI-A or B, and VII must be checked yes.

Road: Yes X No

Explanation: BLM has determined that BLM Road 7304-0-00 Section D-E meets the definition of a road as stated in Sections IV, V, VI-A, VI-B, and VII above. BLM Road 7304-0-00 was constructed by mechanical equipment, has been maintained since being constructed, would be approved to be maintained by management as needed if the road base became impassable, and has had regular and continuous use.

BLM does not support ONDA’s conclusion that BLM Road 7304-0-00 Section D-E is not a road. This finding is based on BLM performed road maintenance in the past, photographs from 2009, on field reconnaissance, and that BLM Road 7304-0-00 Section D-E is clearly defined on aerial photography provided by the National Agricultural Imagery Program (NAIP) that BLM utilizes to supplement its current road information. Refer to BLM 7304-00 Road Analysis Map for location of BLM Road 7304-0-00 Section D-E.

Evaluator(s):  **Date:** 4-5-11
Eian Ray, Outdoor Recreation Planner

 **Date:** 4-5-11
Jack Wenderoth, Planning Contractor

 **Date:** 4/5/2011
Aimee Huff, Range Management Specialist

Following is the definition from Glossary of OSO 7-3-2007 Draft H-6300-1:

***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.

The BLM will continue to base the definition of what constitutes a “road” from the FLPMA’s legislative history. The language below is from the House of Representatives Committee Report 94-1163, page 17, dated May 15, 1976, on what became the FLPMA. It is the only statement regarding the definition of a road in the law or legislative history.

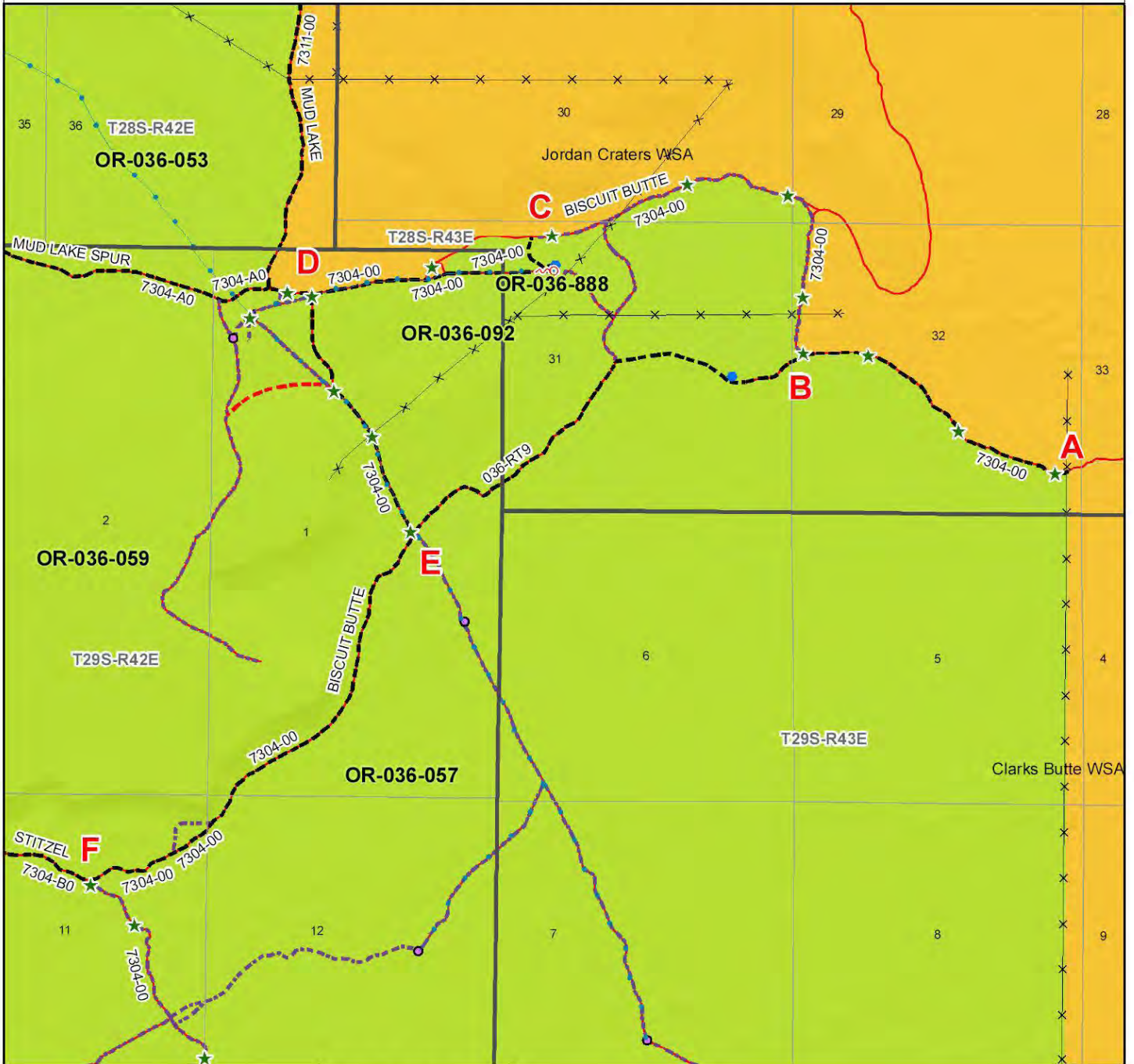
“The word ‘roadless’ refers to the absence of roads which have been improved and maintained by mechanical means to insure relatively regular and continuous use. A way maintained solely by the passage of vehicles does not constitute a road.”

The BLM previously adopted and will continue to use the following sub-definitions of certain words and phrases in the BLM road definition stated above:

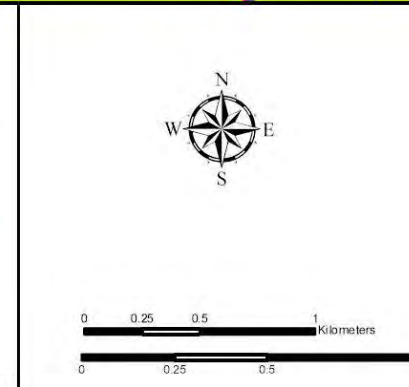
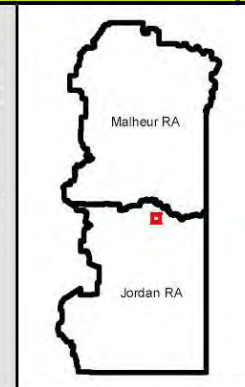
- a. **“Improved and maintained”** – Actions taken physically by people to keep the road open to vehicle traffic. “Improved” does not necessarily mean formal construction. “Maintained” does not necessarily mean annual maintenance.
- b. **“Mechanical means”** – Use of hand or power machinery or tools
- 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.

A road that was established or has been maintained solely by the passage of vehicles would not be considered a road, even if it is used on a relatively regular and continuous basis. Vehicle roads constructed by mechanical means but that are no longer being maintained by mechanical methods are not roads. Sole use of hands and feet to move rocks or dirt without the use of tools or machinery does not meet the definition of “mechanical means.” Roads need not be “maintained” on a regular basis but rather “maintained” when road conditions warrant actions to keep it in a usable condition. A dead-end (cherry-stem) road can form the boundary of an inventory area and does not by itself disqualify an area from being considered “roadless”.

Wilderness Characteristics 7304-00 Road Analysis Map - 1 of 2



Legend	
	Developed Spring
	Wildlife Guzzler
	Earthen Reservoir
	Pipeline
	Trough
	Fence
	Storage Tank
	Surface Mining Disturbance
	Sage Grouse Lek
	Special Status Plant
	BLM Wild Char Inventory Unit
	Wilderness Study Area
	Mineral Material Site
	Road/Utility Right-of-Way
	Major Water Body
	Route Types - BLM Determination
	Boundary Road
	Motorized Primitive Trail (MPT)
	Discontinued Use
	Routes - Outside Wild Char Unit
	County
	Major Highway
	BLM Numbered & Other Routes
	Land Ownership
	Bureau of Land Management
	State
	Private
	Other Federal Land



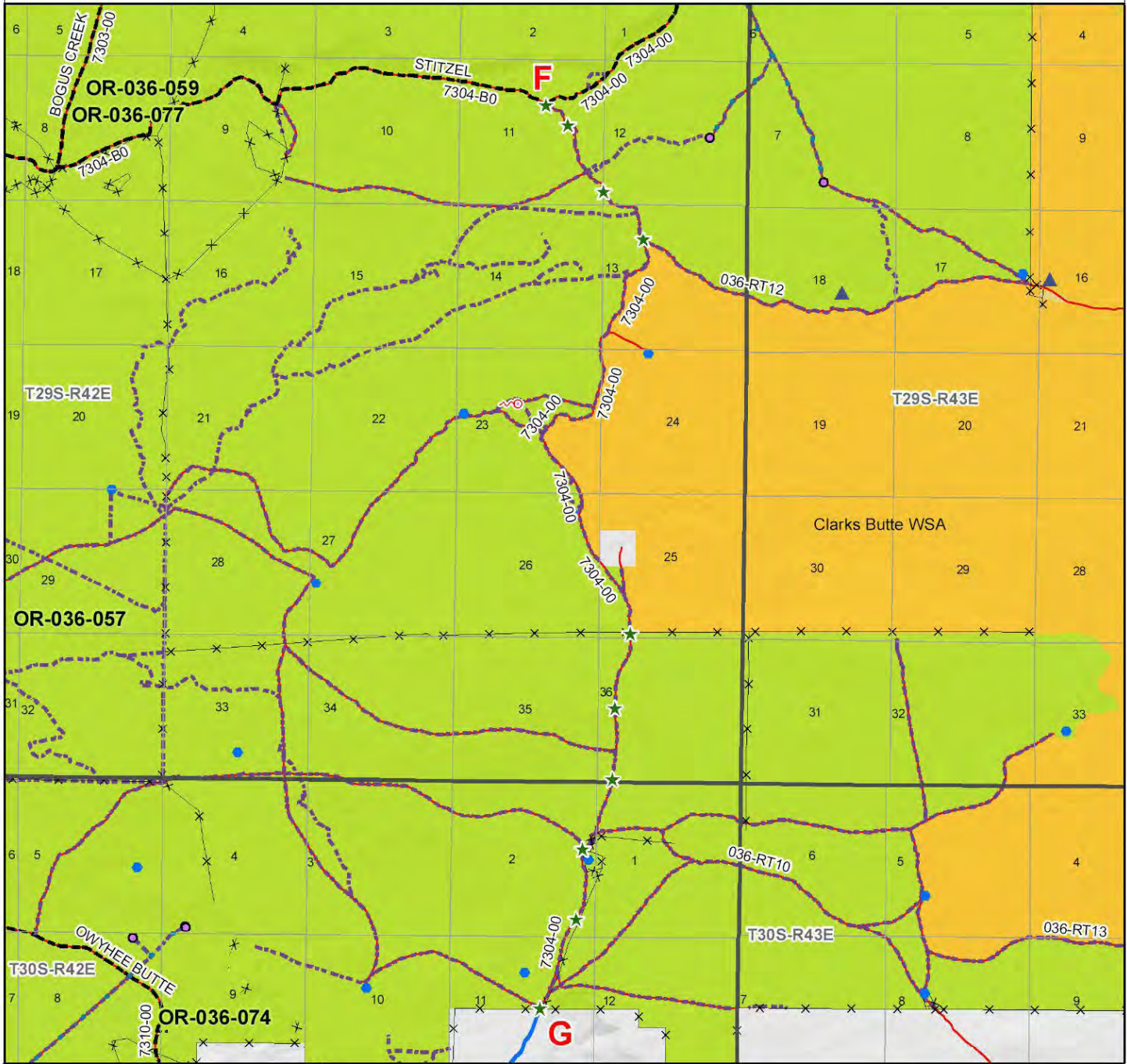
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VALE DISTRICT
March 23, 2011

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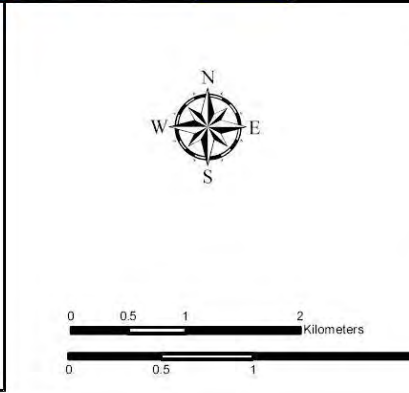
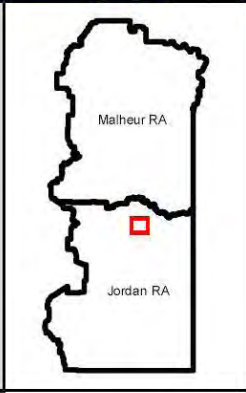
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Wilderness Characteristics 7304-00 Road Analysis Map - 2 of 2



Legend

Developed Spring	Boundary Road
Wildlife Guzzler	Motorized Primitive Trail (MPT)
Earthen Reservoir	Discontinued Use
Pipeline	Routes - Outside Wild Char Unit
Trough	County
Fence	Major Highway
Storage Tank	BLM Numbered & Other Routes
Surface Mining Disturbance	Bureau of Land Management
Sage Grouse Lek	State
Special Status Plant	Private
BLM Wild Char Inventory Unit	Other Federal Land
Wilderness Study Area	
Mineral Material Site	
Road/Utility Right-of-Way	
Major Water Body	



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