

Wilderness Inventory Unit Index of Documents
Twin Butte OR-036-002, 32 total pages

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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, 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.*

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

APPENDIX B – INVENTORY AREA EVALUATION

Year: 2007 Inventory Unit Name/Number: Twin Butte OR-036-002

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 X No ___

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 - *BLM Wilderness Inventory Units OR-03-14-02 and OR-03-14-04* (unpublished BLM documents stored in 6-way case files).
- (X) April 1979 - *Proposed Initial Inventory – Roadless Areas and Islands Which Do Not Have Wilderness Characteristics* (yellow book).

Wilderness Decision Documents

- (X) August 1979 - *Wilderness Review – Initial Inventory: Final Decision on Public Lands Obviously Lacking Wilderness Characteristics, Oregon and Washington* (green book) Star Valley 3-188 and Twin Butte 3-190.
- () October 1979 - *Wilderness Review – Intensive Inventory: Oregon, Proposed Decision on the Intensive Wilderness Inventory of Selected Areas* (grey book).
- (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 book) Star Valley 3-188.
- () November 1980 - *Wilderness Inventory – Oregon and Washington, Final Intensive Inventory Decisions* (brown book).
- () November 1981 - *Stateline Intensive Wilderness Inventory Final Decision, Oregon, Idaho, Nevada, Utah* (tan pamphlet).

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

- BLM unpublished file OR-03-14-02 and OR-03-14-04 (1978); Star Valley 3-188 and Twin Butte 3-190 (August 1979 – *Wilderness Review – Initial Inventory: Final Decision on Public Lands Obviously Lacking Wilderness Characteristics, Oregon and Washington* (green book).

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

- Final Decision – Initial Wilderness Inventory Map August 1979 (Star Valley 3-188 and Twin Butte 3-190)
- Proposed Decision Intensive Wilderness Inventory of Selected Areas Map October 1979
- Intensive Wilderness Inventory Map March 1980 (Star Valley 3-188)
- Intensive Wilderness Inventory, Final Decisions Map November 1980
- November 1981 *Stateline Intensive Wilderness Inventory Final Decision, Oregon, Idaho, Nevada, Utah* (tan pamphlet)

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

- Vale District/Jordan Resource Area

2) BLM Inventory Findings on Record:

Unit#/Name	Size (acres)	Natural Condition	Outstanding Solitude	Outstanding Primitive & Unconfined Recreation	Supplemental Values
Twin Butte 3-190	7,098	Y	N	N	N
Portion not included in from OR-03-14-04 (Twin Butte)	1,303	Y	N	N	N
Star Valley 3-188	9,765	Y	N	N	N
Portion not included in OR-03-14-02 (Star Valley)	560	Y	N	N	N
Total acres>>	18,726				

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FORM 2**DOCUMENTATION OF CURRENT WILDERNESS INVENTORY CONDITIONS:****Inventory Unit Name/Number: Twin Butte OR-036-002**

For this exercise BLM refers to the unit as 2007 Twin Butte OR-036-002. A citizen wilderness proposal provided by Oregon Natural Desert Association (ONDA) received February 2004 identified BLM unit OR-036-002 as a portion of their proposal known as the “Oregon Butte proposed WSA Addition.” ONDA feels that the citizen proposal presents new information that documents wilderness criteria and therefore qualifies the area for interim protection as a Wilderness Study Area. The Oregon Butte proposed WSA Addition also includes BLM unit OR-036-003 and BLM unit OR-036-005.

1) Is the unit of sufficient size?

Yes X No

Unit OR-036-002 is comprised of 18,754 acres in Oregon, meeting the size criteria. BLM combined unit 3-188 (Star Valley) with unit 3-190 (Twin Butte) because of a route designation change between the units (refer to the attached Road 8300-6-06 analysis form). BLM also added 1,303 additional acres from unit OR-03-14-04 (Twin Butte) and 560 additional acres from unit OR-03-14-02 (Star Valley) that were in the initial inventory but not included in The Twin Butte or Star Valley units because of original road designations and acreage. BLM determined that route 8300-6-06 separating original inventory units 3-188 and 3-190 did not meet the road definition and is now designated as a motorized primitive trail. The 18,754 total acres that comprise the OR-036-002 unit as shown in Form 2 differ slightly from the 18,726 total acres listed for this unit in Form 1. Acreage for unit OR-036-002 in Form 2 is calculated from BLM GIS information while the 18,726 acres in Form 1 was either not calculated properly or resulted from a rounding error from methods and maps used in the initial 1978 inventory.

Description:

The boundaries of this unit are identified as BLM road number 6350-0-00 on the north side and east side, BLM road 6354-0-00 on the south side, and BLM road 6354-0-A0 on the west side. Periodic maintenance of the 46.8 miles of boundary roads has occurred in the past (no confirmed dates available) and they are used regularly by ranchers (as observed by current BLM staff) and BLM employees for livestock management. Refer to map 2007_Twin_Butte_OR_036_002.pdf for the unit boundary. The citizen wilderness proposal boundaries for unit OR-036-002 differ from BLM’s by including areas that now consist of BLM new inventory units OR-036-003 and OR-036-005. ONDA combined the three BLM inventory units into their Oregon Butte proposed WSA Addition because they do not recognize the northern and western boundary roads of BLM unit Cairn C OR-036-003 as meeting the definition of a road. The northern boundary road of the Cairn C OR-036-003 unit is the southern boundary of the Twin Butte OR-036-002 unit. BLM does not agree with their road determination and has explained why the route between the two BLM units does meet the definition of a road, in the BLM road analysis form 6354-0-00. BLM also disagrees (BLM Road 6354-0-A0 analysis form) with ONDA’s determination that because BLM road 6354-0-A0 does not meet the definition of a road, the Twin Butte unit is contiguous with the Upper West Little Owyhee WSA.

2) Is the unit in a natural condition?Yes X No **Description:**

Human imprints within the unit include three earthen reservoirs, 1.6 miles of livestock fence, and a previously maintained landing strip. The airstrip included within this unit is not officially recognized by the Federal Aviation Administration (FAA). It was probably used for rangeland development purposes in the past. The newly defined unit also includes eight motorized primitive trails that total 19.95 miles in length. Of the 19.95 trail miles, 8.5 miles are in close proximity to each other, contributing to possible contact with other users while passing through the unit. The frequency of contact is projected to be low however, because of the sporadic use of some of the trails. The fenceline and remaining motorized primitive trails are to some extent unnoticeable because of the fairly flat rolling terrain and partial screening by sagebrush within the unit.

The unit exhibits a near-natural condition throughout because fencelines generally blend in with the waist-high big sagebrush and the motorized primitive trails are few widely scattered and are also partially affected by vegetative screening. Two of the three spring developments are substantially unnoticeable also because of both vegetation and terrain screening and their small size. Overall, the area appears to be primarily affected by the forces of nature with the imprint of human activity substantially unnoticeable. Refer to map 2007_Twin_Butte_OR_036_002A.pdf for human imprints.

3) Does the unit have outstanding opportunities for solitude?Yes No X**Description:**

Unit OR-036-002 is approximately 6 miles in length and 4 to 5 miles in width from its northern boundary to near the southern boundary where it becomes irregular in shape and about 6 miles wide. The majority of the unit consists of a nearly flat open sagebrush plateau. Twin Butte provides the only variation in topographic relief in the unit. The headwaters of Toppin Creek emanate from Twin Butte and flow to the north through the unit. Toppin Creek drainage within the unit travels through broad open sagebrush flats with a uniform gentle gradient containing no canyons, deep depressions, or vegetation which would provide locations for solitude.

Topographic relief is minimal within the unit with elevations ranging from about 5,630 mean sea level (msl) along the northeastern boundary and rising to the southwest to about 6,060 (msl) with the top of Twin Butte at 6,078 feet (msl). Elevation changes in most of the unit traversing from north to south or from east to west are gradual and average about 40-60 feet per mile. The unit provides limited vegetative screening, consisting of broad expanses of low and big sagebrush with little opportunity for solitude. Because of the existing 19.95-mile network of motorized primitive trails and the minimal affect of vegetative or topographic screening, BLM unit OR-036-002 does not provide outstanding opportunities for solitude.

A citizen's wilderness proposal (ONDA, February 2004) includes unit OR-036-002 as a contiguous area with previously BLM-identified inventory units Deer Flat (BLM unit OR-036-005) and Cairn C (BLM unit OR-036-003) in their Oregon Butte proposed WSA Addition. BLM has concluded that the three units are not contiguous because they are separated by existing routes that meet the definition of a road (refer to BLM road 6354-0-00 and 8300-6-01 road analysis forms). Because of the Oregon Butte proposed WSA Addition's larger size, configuration,

proposed contiguous roadless areas, and a diversity of natural features, ONDA concludes that the area has outstanding opportunities for solitude.

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

Yes No

Description:

Opportunities for primitive and unconfined types of recreation are available in the unit. However, opportunities for activities such as hiking, backpacking, hunting, wildlife viewing, horseback riding, and photography are not outstanding because the unit lacks scenic quality, diversity of landforms, and challenging terrain. Twin Butte and drainage depressions are the only topographic features in the unit that alters the otherwise near flatness of the terrain. The present inventory agrees with the 1978 inventory that determined the unit lacks exceptional scenery and a diversity of landforms that would result in a strong attraction to the unit for any type of primitive recreation activity. Backpacking across the unit could be a monotonous experience with no change in hiking conditions or scenery. There are no unique photographic opportunities in the unit. Despite the unit's size, the lack of scenic quality and lack of diversity of landforms render the opportunities for primitive and unconfined recreation less than outstanding. Although wildlife viewing opportunities have been identified as a recreational value within this unit, they are not considered to be outstanding by the inventory team.

Citizens promoting the Oregon Butte proposed Addition have presented two scenic photographs (WA78, 121) as evidence of outstanding opportunity for hiking, photography, and sightseeing in the Twin Butte OR-036-002 unit. Photographs WA78 and WA121 are views taken from the northern and southern boundary roads respectively of BLM unit OR-036-002. Photograph WA78 is an excellent representation of the broad expanse of sagebrush cover throughout the unit that lacks diversity of topographic or vegetation screening within the unit. In the background of the picture and outside of the unit are the Santa Rosa Mountains located in Nevada. Photograph WA121 is a view north from the southern boundary road of the unit that also indicates the lack of topographic or vegetation diversity within the unit. By definition "An area may possess outstanding opportunities for a primitive and unconfined type of recreation either through the diversity in the number of primitive and unconfined recreational activities possible in the unit, or the outstanding quality of one opportunity." The inventory team has determined that unit OR-036-002 does not contain any outstanding opportunities or outstanding qualities for primitive and unconfined recreation because of the limited extent of diverse land forms.

5) Does the unit have supplemental values?

Yes No

Description:

With some minor exceptions, the ecological integrity of rangeland in this unit has been largely unaffected by the combined impacts of wildfire and invasive, non-native plants such as cheatgrass. This means the area possesses wildlife habitat supplemental values for sagebrush-dependent species of BLM management importance including pygmy rabbit, sagebrush vole, greater sage-grouse, Brewer's sparrow, black-throated sparrow, sage sparrow, loggerhead shrike, and sage thrasher. Observed rangeland conditions within this unit can be expected to contribute towards the existence of healthy sagebrush-dependent wildlife populations for a large area and over the long term because: (1) native plant functional and structural groups are well represented within the unit, and (2) wildlife forage, cover, and structure is available for use by species of management importance.

In contrast to conditions described above, rangeland at similar elevations and in similar ecological sites within Malheur County, Oregon has been highly disturbed due to the combined effects of improper historical grazing use, loss of biological crust integrity, invasive plant establishment, and catastrophic wildfire impacts over the last few decades. Cheatgrass presence is known to accelerate and aggravate wildfire spread because it is a highly flammable fine fuel, and wildfire often reduces or completely eliminates critical shrub-based forage, cover, and habitat structure values for many species of wildlife. Literally millions of acres of Wyoming big sagebrush habitat types similar to those within this unit, have been burned over the last few decades and recovery of these losses will take multiple decades if not centuries to occur.

Finally, the land considered within this unit is also recognized as part of the Owyhee Uplands Physiographic Province, a region incorporating rangeland in Oregon, Idaho, and Nevada which supports some of the largest contiguous blocks of intact sagebrush steppe remaining west of the Continental Divide.

SUMMARY OF FINDINGS AND CONCLUSION:

Inventory Unit Name/Number: Twin Butte OR-036-002

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?
NA Yes **No**
- 4) Does the area have supplemental values?
NA **Yes** No

Conclusion

Check One:

- () The area or a portion of the area has wilderness character.
- (X) The area does not have wilderness character.

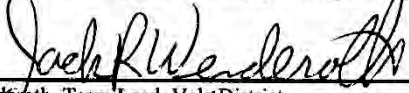
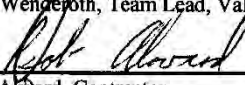
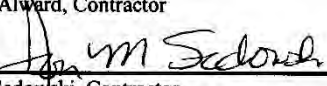
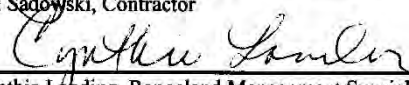

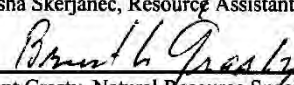
The ID team has reviewed the findings summarized in the original Statewide Wilderness Inventory as well as in the published decision documents and maps identified on Form 1. Current conditions relative to the presence or absence of wilderness characteristics have been considered including citizen wilderness proposals. Based on all the best available information and staff field visits to the area since 2000, the ID team has found no compelling reasons, described in sections above, to change existing BLM inventory decisions about wilderness characteristics. While BLM finds that the naturalness of the area is primarily affected by the forces of nature and there are supplemental values present, the opportunities for solitude and primitive and unconfined recreation are limited for reasons already described.

Sources of Reference for Evaluation:


- All BLM documents listed in Form 1; existing BLM wilderness inventory information.
- Wilderness Inventory Recommendations: Vale District, Submitted by Oregon Natural Desert Association (ONDA), February 6, 2004.
- Current geographic information system (GIS) data on existing projects, vehicle routes/roads, land ownership, etc.
- BLM Job Documentation Record (JDR) files.
- National Agriculture Imagery Project digital images (2005).
- Official BLM Transportation Plan Map.
- BLM staff has obtained first-hand field knowledge about this unit’s plant communities, road conditions, and other attributes as a result of rangeland health

investigations conducted between July and October of the year 2000. BLM gathered quantitative rangeland data from trend plots in support of the assessment and evaluation process for Louse Canyon Geographic Management Area, but most other data collected for rangeland health evaluation purposes were either estimated or qualitative in nature. BLM staff has also visited this and adjoining units annually and on multiple occasions after 2000 in the process of establishing and reading riparian monitoring locations, performing layout and design work for rangeland development projects, conducting rangeland supervision duties, collecting livestock utilization data, and documenting current road conditions. Field observations were made during Rangeland Standards and Guides assessment work in 2000.

Wilderness Characteristics Interdisciplinary Team:

	<u>10/26/07</u>
Jack Wenderoth, Team Lead, Vale District	Date
	<u>10/26/07</u>
Bob Alward, Contractor	Date
	<u>10/26/07</u>
Jon Sadowski, Contractor	Date
	<u>10.26.07</u>
Cynthia Landing, Rangeland Management Specialist, Vale District	Date
	<u>10/26/07</u>
Trisha Skerjanec, Resource Assistant — GIS, Vale District	Date
	<u>10/26/07</u>
Brent Grasty, Natural Resource Specialist — GIS, Vale District	Date

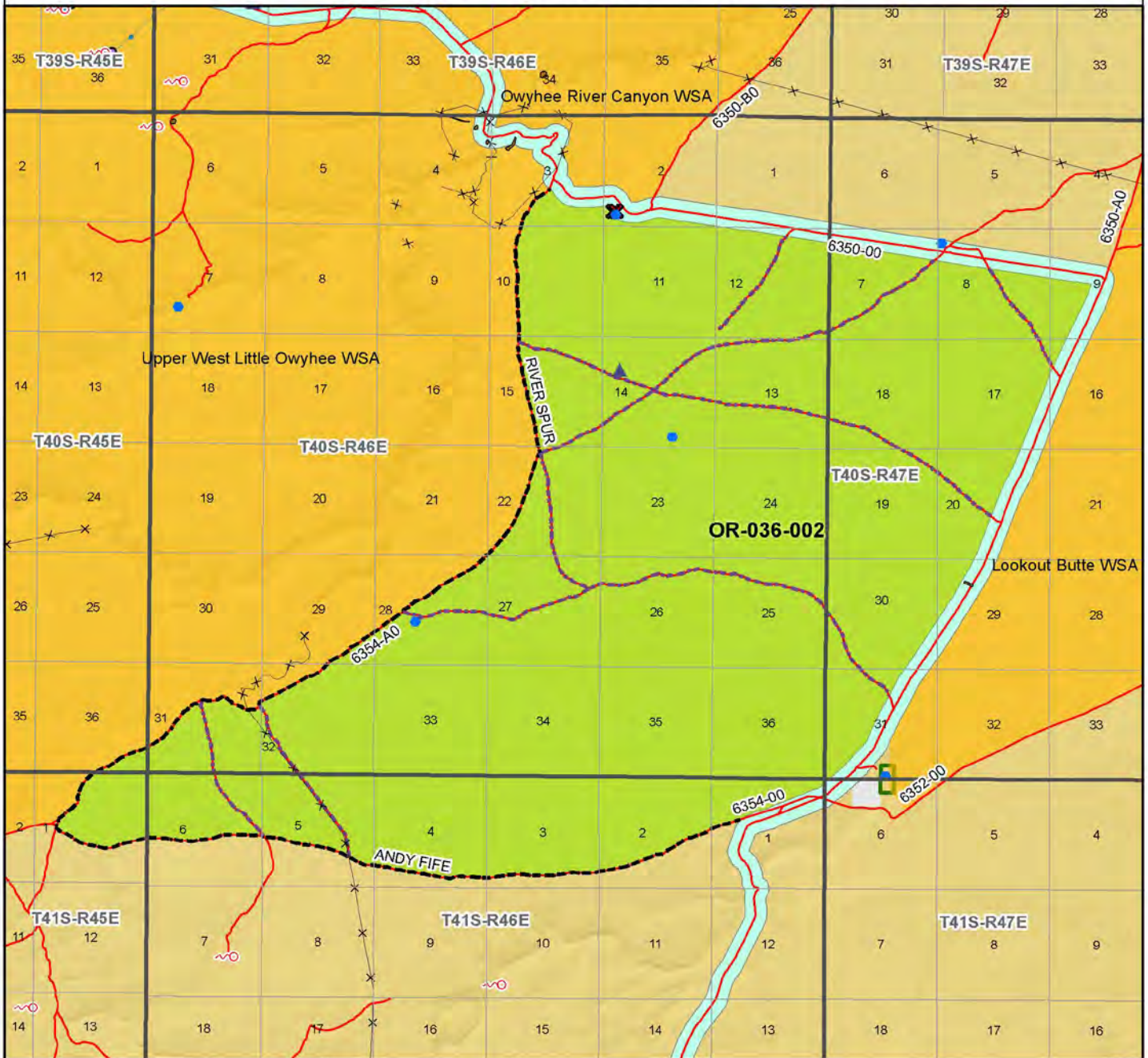
Concurrence:

	<u>10/26/07</u>
Carolyn R. Freeborn	Date
Field Manager, Jordan R. A.	

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

Twin Butte - OR-036-002 - Map 1 of 1



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

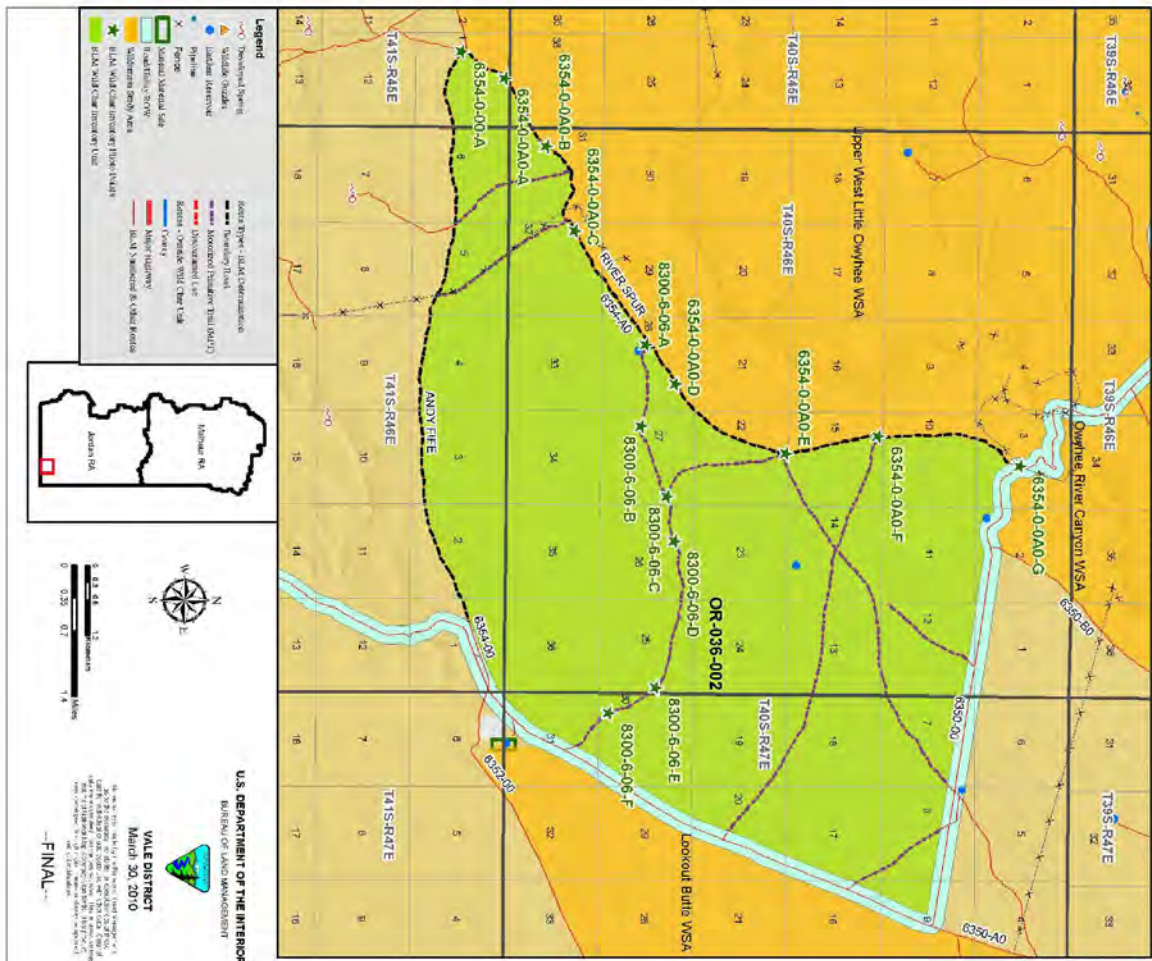
U.S. DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT

VALE DISTRICT
March 30, 2010

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--FINAL--

Wilderness Characteristics - BLM Photo Points Twin Butte - OR-036-002



Wilderness Characteristics - BLM Photo Points Twin Butte - OR-036-002

PHOTO_LOCATION *	DIRECTION	PHOTO_TYPE	PHOTO_DATE	COMMENTS
8300-6-06-F	W	Route	2007/0425	Visible Tracks
8300-6-06-E	W	Route	2007/0425	Visible Tracks
8300-6-06-D	W	Route	2007/0425	Tracks
8300-6-06-C	W	Route	2007/0425	Tracks
8300-6-06-B	W	Route	2007/0425	Tracks
8300-6-06-A	W	Route	2007/0425	Tracks
6354-0-0A-A	W	Project	2007/0425	OR-036-002-A-W Two Buttes Reservoir
6354-0-0A-B	W	Route	2007/0425	Tracks Around Reservoir
6354-0-0A-C	W	Project	2007/0425	OR-036-002-A-W1 Two Buttes Reservoir
6354-0-0A-D	S	Route	2007/0417	Turning Into Deer Creek Onda Disputed
6354-0-0A-E	S	Route	2007/0723	Begin Road
6354-0-0A-F	W	Route	2007/0723	Visible Road
6354-0-0A-G	S	Scenery	2007/0723	OR-036-002-E-W Into W Little Cwyhee WSA
6354-0-0A-H	S	Route	2007/0723	30-40 Mph
6354-0-0A-I	S	Route	2007/0723	Visible Road
6354-0-0A-J	S	Route	2007/0723	Visible Road
6354-0-0A-K	S	Route	2007/0723	Visible Road
6354-0-0A-L	S	Route	2007/0723	Visible Road

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.



6354-0-00-A-S.JPG



6354-0-00-D-W.JPG



6354-0-00-G-W.JPG



6354-0-00-B-W.JPG



6354-0-00-E-N.JPG



6354-0-00-H-W.JPG



6354-0-00-C-W.JPG



6354-0-00-F-NW.JPG



6354-0-00-I-W.JPG



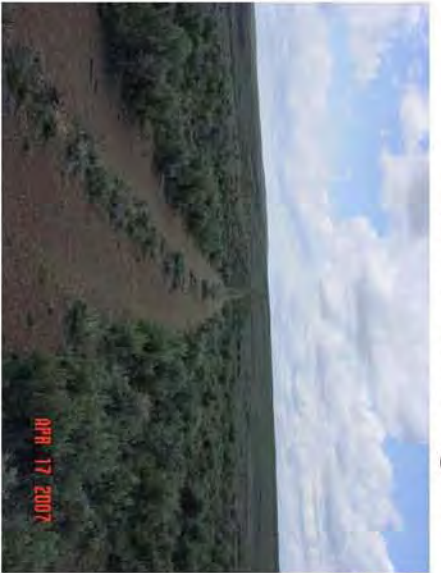
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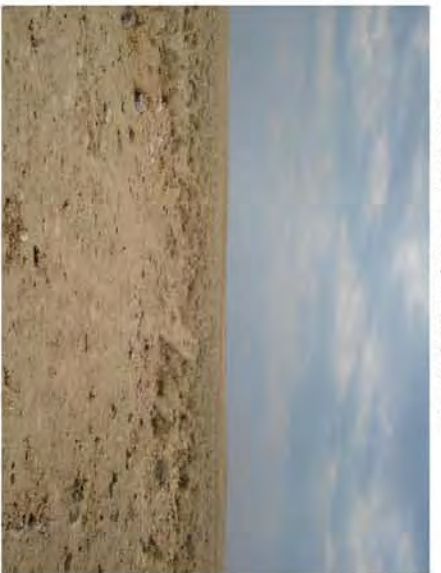
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6354-0-0A0-D-S.JPG



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8300-6-06-B-W.JPG



8300-6-06-E-W.JPG



OR-036-002-A-W1.JPG



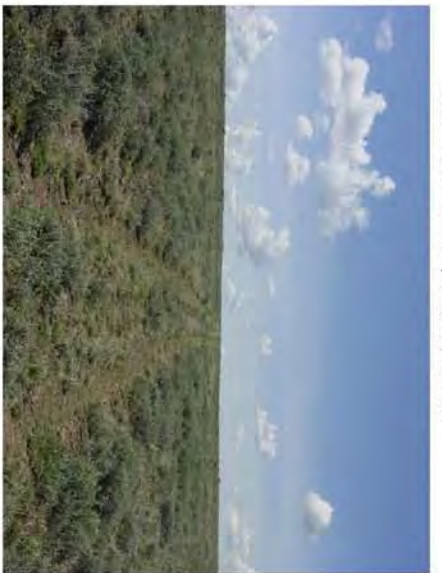
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OR-036-002-A-W.JPG

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

APPENDIX C – ROAD¹ ANALYSIS

Wilderness Inventory Area Name and Number (Unit ID): Twin Butte OR-036-002

Route Name and/or Identifier: BLM Road River Spur/6354-0-A0; Oregon Butte proposed WSA Addition WO13c, WO19a, WO19b

I. LOCATION

Refer to attached map: 2007_Twin_Butte_OR_036_002.pdf and BLM corporate data (GIS).

List photo point references (if applicable): BLM, DSC00001-DSC00007; Oregon Butte proposed WSA Addition WA056-WA057, WA128, WA143-WA145, WA148-WA149, WA152-WA155

II. CURRENT PURPOSE OF ROUTE

Describe: BLM road 6354-0-A0 is utilized mainly by ranchers (as observed by current BLM staff) and by BLM staff for the administration of rangeland resources, livestock grazing, and for the maintenance of livestock improvements (fences, springs, and reservoirs) in two allotments. The road is also used on a seasonal basis by hunters, recreation enthusiasts, and as access to private inholdings for livestock management.

III. ROAD RIGHT-OF-WAY

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

IV. CONSTRUCTION

Yes X No ___

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

Describe: Local information for the Louse Canyon area points to the origin of BLM road 6354-0-A0 as a wagon trail with additional later off-road vehicle use

as the sources for creating a two-track trail. BLM road information from 1972 indicates that BLM road 6354-0-A0 was proposed to be improved in the early 1970s by blading. The road was bladed but not ditched and bermed because of the relatively flat, sandy terrain of the area and the lack of any large drainage crossings. Currently only remnants of rocklines left from clearing the road surface by bull-dozer are evident along some of the more rocky stretches. Most of the original berms are covered with brush that blends in with the surrounding vegetation. This road consists of natural material and is currently one of the BLM routes in the Vale District Transportation Plan.

ONDA's information for roads in their 2004 Oregon Butte proposed WSA

Addition document referred to photographs WA056-057, WA126-129, and WA143-155. Based on these pictures and field information ONDA determined that BLM road 6354-0-A0 was not a road but a way. BLM does not support ONDA's conclusion and based on photographs DSC00001-07 and field reconnaissance has determined that BLM road 6354-0-A0 meets the definition of a road.

All photographs covering BLM road 6354-0-A0 listed in Section I, except WA143, show a well-traveled and compacted roadbed. As stated previously, over time vegetation has become established within the berms along each side of the roadbed but it does not restrict travel on this road. Low-growing vegetation is also present in rocky areas of the roadbed and gives the appearance that the road is not often traveled. A large percentage of this vegetation can be attributed to annual species that flourish in the spring and die off or are beaten down by traffic over the active use period during late spring, and throughout the year into late fall. Most of the remaining series of photographs along BLM road 6354-0-00, both for ONDA and BLM, show variations of the rocky and natural soil roadbed.

The extreme western extent of road 6354-0-A0 in this inventory unit travels across Deer Creek (ONDA photo WA143) which contains sedges and rushes in the drainage. The Deer Creek crossing pictures show that the road is not bladed to mineral soil and contains vegetation. Blading the road across Deer Creek would only disturb the natural growth established in the drainage and would tend to dewater the associated wet meadow species that now persist year-round. This road and roads in the surrounding area are used seasonally after high-water runoff has occurred. Therefore, most low-water crossings, although vegetated, are used when they are drier and less susceptible to damage. Establishing a rocked low-water crossing through the Deer Creek drainage is not needed in most years. Exceptionally wet years extend the time period when these crossings can become damaged.

V. IMPROVEMENTS

Yes No

Yes or No for each: By hand tools No By machine No

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 X

By hand tools _____ By machine _____

Explain: Recent maintenance for BLM road 6354-0-A0 is not evident. Any remnants of earthen berms left from original construction are shown in photographs referenced by BLM or ONDA to presently contain brush encroaching from the undisturbed areas outside of the roadbed. These photographs also show some areas that contain intermittent lines of brush in the center of the roadbed between wheel tracks. Although it has been many years since maintenance has been performed on this road, it is evident that little if any maintenance is needed to keep the roadbed in good operational condition. This is consistent with the Best Management Practices BLM has incorporated into the Southeastern Oregon Resource Management Plan for Vale District.

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: Road 6354-0A0 receives annual use as evidenced by the lack of brush in most areas of the road, and the well-used bare ground where vehicles travel. To reduce the potential for erosion and 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 poses 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 that does not create visual intrusions.

VII. REGULAR AND CONTINUOUS USE

Yes X No _____

BLM road 6354-0-A0 has annual use as evidenced by the lack of brush in most sections of the road and by well-used bare ground where vehicle tires track, as shown in photographs by both BLM and ONDA. The road is well traveled, wide along most of its length, and is clearly defined on the landscape. The road is also used on a seasonal basis by hunters, recreation enthusiasts, and as access to private inholdings for livestock management.

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 road 6354-0-A0 meets the definition of a road as stated in sections IV, VI-B, and VII above. BLM road 6354-0-A0 was constructed by mechanical equipment, would be approved to be maintained by management as needed if the road base became impassable, and has regular and continuous use.

Evaluator(s):

Jack Wenderoth Date 10-26-2007
Jack Wenderoth, Team Lead, Vale District

Jon M Sadowski Date 10-26-2007
Jon Sadowski, Contractor

Cynthia Landing Date 10-26-2007
Cynthia Landing, Rangeland Management Specialist, Vale District

¹Note: The following definition of road is quoted from OSO Draft (4/19/07) H-6300-1, Wilderness Inventory Maintenance in BLM Oregon/Washington:

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 – ROAD¹ ANALYSIS

Wilderness Inventory Area Name and Number (Unit ID): Twin Butte OR-036-002

Route Name and/or Identifier: BLM Motorized Primitive Trail 8300-6-06; Oregon Butte proposed WSA Addition WO13d, WO13e

IX. LOCATION

Refer to attached map: 2007_Twin_Butte_OR_036_002.pdf and BLM corporate data (GIS).

List photo point references (if applicable): BLM, DSC02325-DSC02334; Oregon Butte proposed WSA Addition, WA087-WA088, WA147

X. CURRENT PURPOSE OF ROUTE

Describe: BLM route 8300-6-06 is utilized mainly 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 and reservoirs) in two pastures. The road is also used on a seasonal basis by hunters and recreation enthusiasts.

XI. ROAD RIGHT-OF-WAY

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

XII. CONSTRUCTION

Yes X No ____

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

Describe: BLM route 8300-6-06 was partially developed in the middle 1900s by blading. Whether a road-grader and/or bulldozer were utilized to construct this road is not known. Best local information points to early wagon use and later off-

road vehicle use as the sources creating a two-track trail. Some time later a road-grader was used to perform maintenance on this route and to improve the roadbed. The route was once bermed in places but currently berms are not evident along most of the route. The route is now covered with brush, filling in the roadbed that previously existed. This route consists of natural material and was added to the BLM Vale District Transportation Plan as a motorized primitive trail in 2007. The citizen wilderness proposal provided by Oregon Natural Desert Association (ONDA), received February 2004, included reference pictures WA087-088 and WA147 covering this route. Based on their pictures and field information, ONDA determined that BLM route 8300-6-06 is not a road but a way. BLM concurs with ONDA's conclusion and based on BLM pictures DSC02325-2334 and field reconnaissance, has determined that BLM route 8300-6-06 does not meet the definition of a road and is a motorized primitive trail.

XIII. IMPROVEMENTS

Yes ___ No X

Yes or No for each: By hand tools No By machine No

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

Describe: _____

XIV. MAINTENANCE

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

Yes ___ No X

By hand tools _____ By machine _____

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: This route is used mainly for maintenance and as a short cut between BLM roads 6354-0-A0 and 6350-0-00 and is not a main access road. BLM would maintain route 8300-6-06 as needed to allow unrestricted passage. 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, following Best Management Practices (BMPs) as referenced within Appendix O, of the SEORMP. 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 such as vegetation on cut slopes, unless it poses a safety hazard or restricts maintenance activities, and roadside brushing of vegetation is conducted in a way that prevents disturbance to plant root systems and does not create visual intrusions.

XV. REGULAR AND CONTINUOUS USE

Yes ____ No X

BLM route 8300-6-06 has only seasonal use as evidence by brush in the roadbed and by little bare ground where vehicle tire tracks are obvious (BLM photographs DSC02326-2334 and Oregon Butte proposed WSA Addition photographs, WA087-WA088, WA147).

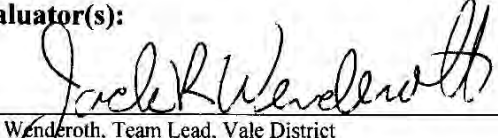
XVI. CONCLUSION

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

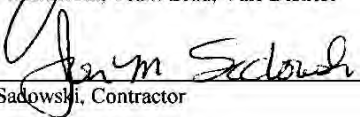
Road: Yes ____ No X

Explanation: BLM route 8300-6-06 meets only the conditions in Sections IV and VI-B on this form, but maintenance would be approved by management as needed if the road base became impassable. BLM has determined that this route, although partially or totally constructed with mechanical means, has deteriorated to a point that it no longer has the characteristics associated with construction. BLM route 8300-6-06 has the appearance of not being maintained since parts of the road where originally bladed. Route 8300-6-06 is infrequently used because BLM road 6350-0-00 to the north and 6357-0-00 to the south are utilized more often for east-west or west-east travel through the area.


Evaluator(s):


 Jack Wenderoth, Team Lead, Vale District

Date 10-26-2007


 Jon Sadowski, Contractor

Date 10-26-2007


 Cynthia Landing, Rangeland Management Specialist, Vale District

Date 10-26-2007

¹Note: The following definition of road is quoted from OSO Draft (4/19/07) H-6300-1, Wilderness Inventory Maintenance in BLM Oregon/Washington:

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 – ROAD¹ ANALYSIS

Wilderness Inventory Area Name and Number (Unit ID): Boundary road between
BLM Twin Butte OR-036-002 and Cairn C OR-036-003

Route Name and/or Identifier: BLM Road Andy Fife/6354-0-00; Oregon Butte
proposed WSA Addition WO13b, WO16b

XVII. LOCATION

Refer to attached map: 2007_Twin_Butte_OR_036_002.pdf and BLM corporate data (GIS).

List photo point references (if applicable): BLM, DSC02294-DSC02300,
DSC02302-DSC02305; Oregon Butte proposed WSA Addition, WA089-
WA090, WA114, WA116-117, WA119-120, WA125

XVIII. CURRENT PURPOSE OF ROUTE

Describe: BLM road 6354-0-00 is utilized mainly 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, and reservoirs) in two allotments. The road is also used on a seasonal basis by hunters, recreation enthusiasts, and as access to private inholdings for livestock management.

XIX. ROAD RIGHT-OF-WAY

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

XX. CONSTRUCTION

Yes X No ___

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

Describe: Local information for the Louse Canyon area points to origins of BLM road 6354-0-00 as a wagon trail, with that use and later off-road vehicle use as the starting sources for creating a two-track trail. Road 6354-0-00 was then developed in the late 1960s to early 1970s by a blade. Whether a road-grader and/or bulldozer were utilized to construct this road is not known but from interpretation of BLM photographs DSC02297, DSC02298, and DSC02300 it appears both were used. BLM photographs show a line of boulders located approximately 3 to 6 feet from the current edges of the road. The size of these boulders and the makeup of the associated rocky roadbed in the photograph indicate that a bulldozer was used to develop the roadbed for BLM road 6354-0-00 and a grader used to widen and smooth it and to develop the side berms. Currently berms are not evident in some segments of the road. Most of the ditches and berms are covered with brush, with sediment filling in the ditches. This road consists of natural material and is part of the BLM Vale District Transportation Plan.

The citizen's proposal for the Oregon Butte WSA Addition agrees that BLM road 6354-0-00 in was developed by a blade but contends that the road is not maintained, is rocky, rutted, washed-out, and shows little sign of use. ONDA's description of roads in their 2004 document refers to pictures WA089-090, WA114, WA116-117, WA119-120, and WA125-127 for BLM road 6354-0-00. Based on these pictures and field information, ONDA determined that BLM Road 6354-0-00 was not a road but a way. BLM does not agree with ONDA's conclusion. Based on pictures taken (DSC02295-298, DSC02300, DSC02302-305) and field reconnaissance in 2007, BLM has determined that BLM road 6354-0-00 does meet the definition of a road.

Photographs WA089-WA090 from ONDA, and photo DSC02294 from BLM, show the eastern entrance to BLM road 6354-0-00. The eastern entrance contains a small aircraft landing strip that was developed in the 1960s for flying in personnel and materials to construct rangeland grazing projects as part of the Vale Project. BLM road 6354-0-00 is the northern boundary of this now relic air field. ONDA photograph WA114 and BLM photograph DSC02295 show road 6354-0-00 as it leaves the airstrip to the west. In both photographs the road width and berms can be seen, although vegetation has taken over all but the roadbed itself.

The next set of photographs, ONDA WA116-WA117 and BLM DSC02296, occur about one-half mile to the west of the airstrip. ONDA's WA116 shows a close-up of a small rut about 15 feet in length extending into a low area where water has run onto the road. Information from ONDA's photo log for photograph WA117 indicates that the road has been bladed but not used or maintained. BLM's road 6354-0-00 contains many intermittent areas of rocky soils as shown in ONDA photo WA117, and areas that are essentially void of any rock material as shown in BLM photo DSC02296, taken about 150 yards to the west of photo WA117. Photo WA117 shows a compacted and well-traveled roadbed, whereas photo DSC02296 shows a well compacted mineral roadbed. Requiring maintenance on

compacted natural rock or a natural soil roadbed that is passable to virtually all types of vehicles, simply for the sake of appearance does nothing for the road except create new disturbance. As stated previously, over time vegetation has become established within the berms along each side of the roadbed but does nothing to restrict travel on this road. Low-growing vegetation is also present in rocky areas of the road and gives the appearance that the road is not often traveled. A large percentage of this vegetation can be attributed to annual species that flourish in the spring and die off or are beaten down by traffic over the active use period during late spring, throughout the year into late fall. Most of the remaining series of photographs along BLM road 6354-0-00, both for ONDA and BLM, show variations of rocky and natural soil roadbed with various states of vegetated road berms and lines of boulders on the outer edges of the original bladed berms.

The extreme western extent of road 6354-0-00 in this inventory unit travels across Deer Creek (BLM DSC02304-305, ONDA WA125) which contains sedges and rushes in the drainage. The Deer Creek crossing pictures show that the road is not bladed to mineral soil and contains vegetation. Blading the road across Deer Creek would only disturb the natural growth established in the drainage and would tend to dewater the associated wet meadow species that now persist year-round. This road and roads in the surrounding area are used seasonally after high-water runoff has occurred. Therefore, most low-water crossings, although vegetated, are used when they are drier and less susceptible to damage. Establishing a rocked low-water crossing through the Deer Creek drainage is not needed in most years. Exceptionally wet years extend the time period when these crossings can become damaged.

XXI. IMPROVEMENTS

Yes ___ No X

Yes or No for each: By hand tools No By machine No

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

Describe: _____

XXII. MAINTENANCE

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

Yes ___ No X

By hand tools _____ By machine _____

Explain: Recent maintenance to BLM Road 6354-0-00 is not evident. All photographs show that earthen berms on the edge of the road presently contain some brush encroaching from undisturbed areas outside of the roadbed. Some pictures also show small discontinuous quantities of brush in the center of the roadbed between wheel tracks. Although it has been many years since maintenance was performed on this road, it is evident by the condition of the roadbed in BLM and ONDA photographs that little, if any, maintenance is needed to keep the roadbed in good operational condition. This is consistent with Best Management Practices BLM has incorporated into the Southeastern Oregon Resource Management Plan for Vale District.

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: Road 6354-0-00 receives annual use as evidence by the lack of brush in most of the road and by the well-used bare ground where vehicles travel. To reduce the potential for erosion and invasive plant and weed species BLM emphasizes minimal ground disturbance for road construction and maintenance, following 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 such as retention of vegetation on cut slopes, unless it poses a safety hazard or restricts maintenance activities, and roadside brushing of vegetation is conducted in a way that prevents disturbance to plant root systems and does not create visual intrusions.

XXIII. REGULAR AND CONTINUOUS USE

Yes X No _____

BLM road 6354-0-00 has annual use as evidenced by the lack of brush in most sections of the road and by well-used bare ground where vehicle tires track (BLM photos DSC02294-DSC02300, DSC02302-DSC02305). ONDA's 2004 document (photos WA089-WA090, WA114, WA116-117, WA119-120, WA125) refers to BLM road 6354-0-00 as a way and as not meeting the definition of a

road. BLM does not support their decision. The road is well traveled, wide along most of its length, and is clearly defined on the landscape.

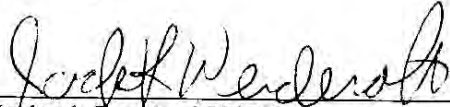
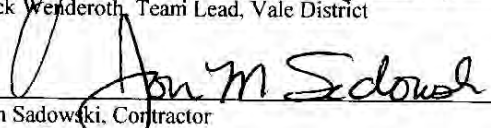
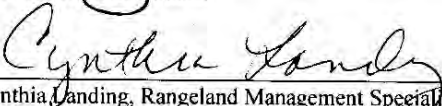
XXIV. CONCLUSION

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 road 6354-0-00 meets the definition of a road as stated in sections IV, VI-B, and VII above. BLM road 6354-0-00 was constructed by mechanical equipment, maintenance would be approved by management as needed if the road base became impassable, and the road has regular and continuous use.

Evaluator(s):

 <hr/> Jack Wenderoth, Team Lead, Vale District	Date <u>10-26-2007</u>
 <hr/> Jon Sadowski, Contractor	Date <u>10-26-2007</u>
 <hr/> Cynthia Landy, Rangeland Management Specialist, Vale District	Date <u>10-26-2007</u>

¹Note: The following definition of road is quoted from OSO Draft (4/19/07) H-6300-1, Wilderness Inventory Maintenance in BLM Oregon/Washington:

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.”