

**BERRY CREEK (OR11-9)**

**WILDERNESS CHARACTERISTICS INVENTORY**

**APPENDIX B – INVENTORY AREA EVALUATION**

**Evaluation of Current Conditions:**

- 1) Document and review any existing BLM wilderness characteristics inventory findings on file regarding the presence or absence of individual wilderness characteristics, using Form 1, below.
- 2) Consider relevant information regarding current conditions available in the office. Identify and describe any changes to the existing inventory information. Use interdisciplinary team knowledge, aerial photographs, field observations, maps, etc. and document the findings on Form 2, below. Document current conditions regarding wilderness characteristics, as opposed to potential future conditions.

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 the 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 characteristics inventory. Document the 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.

**BERRY CREEK (OR11-9)**

**FORM 1**

**Documentation of BLM Wilderness Characteristics Inventory Findings from Previous Inventory on Record**

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

No  (Go to Form 2)      Yes  (If yes, and if more than one area is within the area, list the unique identifiers for those areas.):

a) **Inventory Source:** WOPR 2006

b) **Inventory Area Unique Identifier(s):** OR11 - 9

c) **Map Name(s)/Number(s):** Berry\_Creek\_WCI\_20130423.pdf

d) **BLM District(s)/Field Office(s):** Medford District/Butte Falls F.O.

**2. BLM Inventory Findings on Record:**

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

Inventory Sources: WOPR 2006

Unique Identifier	Sufficient Size? Yes/No (acres)	Naturalness? Yes/No	Outstanding Solitude? Yes/No	Outstanding Primitive & Unconfined Recreation? Yes/No	Supplemental Values? Yes/No
OR11 - 9	6,459	Y	Y	Y	

**BERRY CREEK (OR11-9)****FORM 2****Current Conditions: Presence or Absence of Wilderness Characteristics**

Area Unique Identifier **OR11-9 (BERRY CREEK)** Acreage **6,254**

(If the inventory area consists of subunits, list the acreage of each and evaluate each separately).

In completing steps (1)-(5), use additional space as necessary.

- 1) Is the area of sufficient size? (If the area meets one of the exceptions to the size criterion, check "Yes" and describe the exception in the space provided below),

Yes

No

Note: If "No" is checked the area does not have wilderness characteristics; check "NA" for the remaining questions below.

Description (describe the boundaries of the area--wilderness inventory roads, property lines, etc.): The area is generally north of the confluence of Trail Creek and the Rogue River, east of East Fork Trail Creek, west of Elk Creek, and south of Morine Creek, in T33S R01W, and T33S R01E. Field inspections, review of the area using Google Earth imagery, and review of BLM road and timber records brought changes to the original inventory unit boundary due to the presence of roads and timber harvest activity; these changes are shown on the attached map and reflected in the Route Analysis forms. Unit boundary was edited to match land line inventory, topography where appropriate, and exclude roads with a buffer to allow for future road maintenance and silviculture activities. The area is bounded on the north by roads 33-1-10.2, 33-1-8, and the ridgeline running south of and parallel to roads 33-1-8, 33-1-14.1, and 33-1-11.1. Two roads (33-1-35.1 and 33-1E-30 (Berry Creek Rd)) penetrate to interior private "inholdings", and have been excluded from the unit ("cherry stems"). Other borders are BLM property boundaries.

- 2) Does the area appear to be natural?

Yes

No

N/A

Note: If "No" is checked the area does not have wilderness characteristics; check "NA" for the remaining questions below.

Description (include land ownership, location, topography, vegetation, and summary of major human uses/activities):

The area is BLM land ownership within the above-described boundaries, with two private inholdings (see map). The area is remote, dissected mountainous terrain ranging from about 2,000 to 4,000 feet in elevation with moderately steep to steep slopes. Resistant, layered rock creates cliffs and slopes of variegated forest/grass/brush/rock outcrops. Areas of open grassland are scattered throughout the mixed conifer/hardwood forest and shrubs. Dominant human uses on BLM lands, particularly in the western third of the unit, have been timber harvest, silviculture, grazing, hunting, and ATV use. Between 2004 and 2006, 65 acres of density management and regen timber harvest via helicopter occurred in Sections 15, 21 and 22. Field

**BERRY CREEK (OR11-9)**

visits to units in Section 15 showed stumps and tree markings visible, and more light reaches the forest floor, but this does not impact the area as a whole; evidence of past harvest is not visible from the top of Buck Rock or using Google Earth imagery. A user-created ATV trail runs from the end of BLM road 33-1-15 in Section 15, past the previously harvested timber sale units, southwest to a route in Section 27. This second route is visible on Google Earth imagery but its width or condition is unknown due to the inability to access the area; GIS records show it as an unnumbered, natural surfaced, unmaintained route. A 20' tall communication tower with solar panels is located on top of Buck Rock at the site of a previous fire lookout; access to the site is via a steep ATV trail from BLM road 33-1-10.2. The tower is not visible from the surrounding area below. Adjacent private lands are ranches, farms and woodlands. Several vehicle routes are visible on Google Earth imagery that enter the east, west and south sides of the unit from private lands; the size and condition of these routes are unknown, but are assumed to be natural surfaced and unmaintained, and therefore were not excluded. A review of fire records shows the possibility of two water sources of unknown condition just within the unit boundary – a spring development in Section 28, and a water tank in Section 21. A small area with possible residential building trespass was excluded along the unit's south edge.

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

Yes No N/A 

Description (describe the area's outstanding opportunities for solitude):

Vegetative and topographic screening allows opportunities for solitude throughout most of the unit; roads around the periphery are native or gravel surface, low to medium use, and are screened from the interior of the unit by vegetation and topography. Because of private property along the west, south, and east sides, the area is difficult to access by the public from those directions. The only legal access for the public into the area is from BLM roads along the north boundary.

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

Yes No N/A 

Note: If "No" is checked for both 3 and 4 the area does not have wilderness characteristics; check "NA" for question 5.

Description (describe the area's outstanding opportunities for primitive and unconfined recreation):

Because of limited roads and developments in the unit, there are opportunities for cross-country hiking and backpacking. A trail system in the area was proposed 15 years ago, but was never built. Vegetation and topography screen and isolate the area from developed areas along the Tiller Highway and Highway 62.

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

Yes

No

N/A

Description: No supplemental values are known to occur in the area.

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**Summary of Analysis\***

**Area Unique Identifier: OR11-9 (BERRY CREEK)**

**Summary**

Results of analysis:

(Note: explain the inventory findings for the entirety of the inventory unit. When wilderness characteristics have been identified in an area that is smaller than the size of the total inventory unit, explain why certain portions of the inventory unit are not included within the lands with wilderness characteristics (e.g. the inventory found that certain parts lacked naturalness).

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

Check one:

The area, or a portion of the area, has wilderness characteristics and is identified as lands with wilderness characteristics.

The area does not have wilderness characteristics.

**Prepared by (team members):**

Name	Title	Date
Trish Lindaman	Recreation Planner, Butte Falls F.O.	3/22/13
Jeanne Klein	Recreation Planner, Medford District	3/22/13
Annette Parsons	GIS Analyst	3/22/13

\* 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 1610.5-3.

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Reviewed by (District or Field Manager):

Jon K. Raby *JKR*

*Field Manager*

*6/3/13*

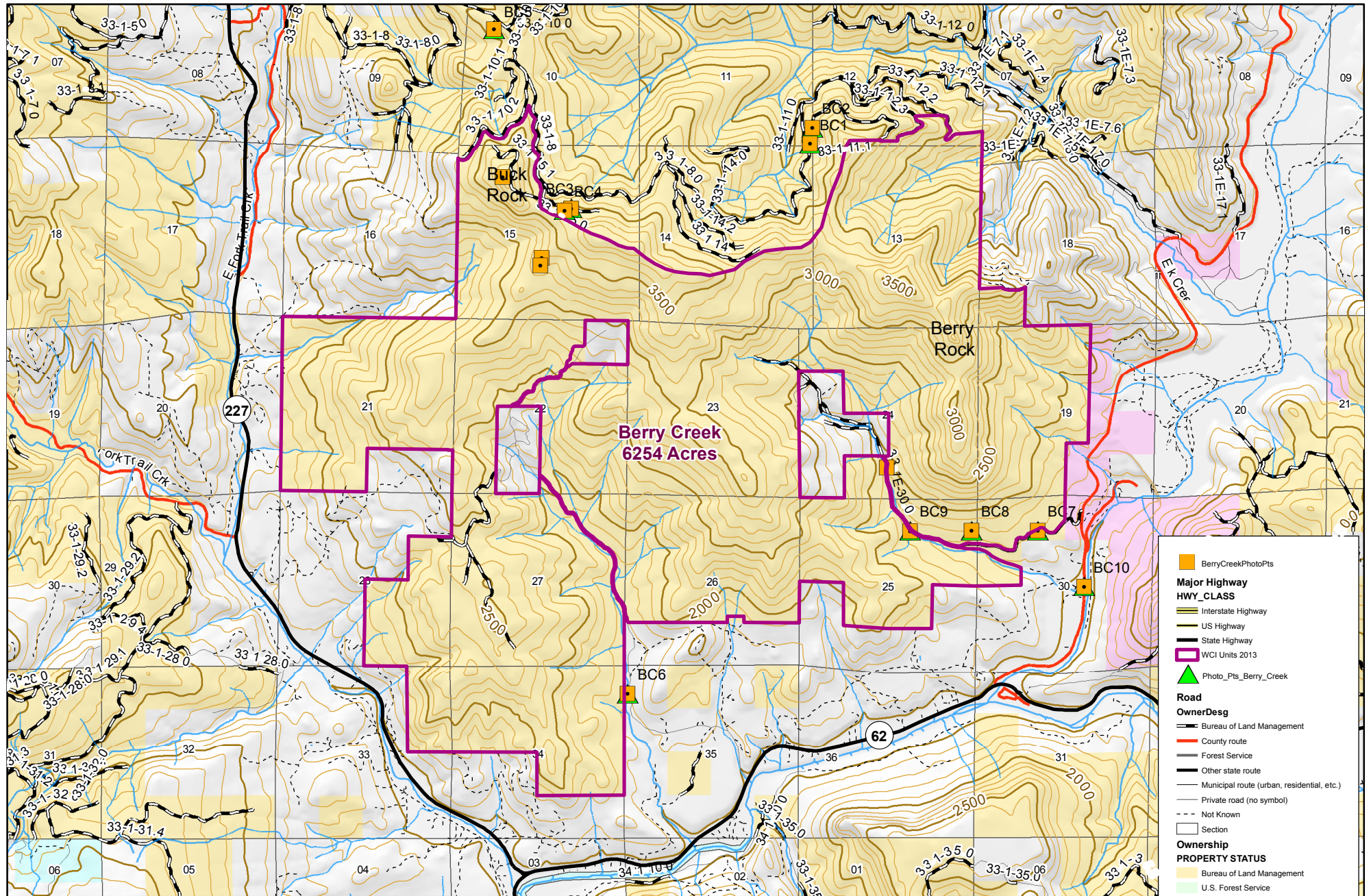
**Name**

**Title**

**Date**

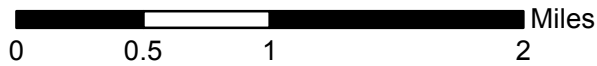
# Wilderness Characteristics Inventory - Berry Creek (OR11-9)

2013/04/23



	BerryCreekPhotoPts
<b>Major Highway</b>	
<b>HWY_CLASS</b>	
	Interstate Highway
	US Highway
	State Highway
	WCI Units 2013
<b>Road</b>	
<b>OwnerDesg</b>	
	Bureau of Land Management
	County route
	Forest Service
	Other state route
	Municipal route (urban, residential, etc.)
	Private road (no symbol)
	Not Known
	Section
<b>Ownership</b>	
<b>PROPERTY STATUS</b>	
	Bureau of Land Management
	U.S. Forest Service
	Bureau of Reclamation
	Corps of Engineers
	National Park Service
	U.S. Fish and Wildlife Service
	Local Government
	State
	Private Individual or Company

No warranty is made by the Bureau of Land Management as to the accuracy, reliability, or completeness of these data for individual or aggregate use with other data. Original data were compiled from various sources and may be updated without notification.





## WILDERNESS CHARACTERISTICS INVENTORY

### APPENDIX C – ROUTE ANALYSIS<sup>1</sup>

*(Factors to consider when determining whether a route is a road<sup>2</sup>  
for wilderness characteristics inventory purposes.)*

Wilderness Characteristics Inventory Area Unique Identifier: **Berry Creek**

Route or Route Segment<sup>3</sup> Name and/or Identifier: **33-1W-35.1 (Lewis Creek Road)**

*(Include Transportation Plan Identifier, if known, and include route number supplied by citizen information, when available.)*

- I. LOCATION: Refer to attached map **Berry\_Creek\_WCI\_20130423.pdf** and BLM corporate data (GIS). List photo point references (where applicable) or reference attached photo log: **WCI\_Photo\_Log\_BERRY\_CREEK.doc**

**Describe:** Route enters the unit's south side from off of Highway 62 and runs northwest onto a private parcel in the interior of the unit, turns northeast to cross BLM land, then enters a second private parcel, for a total of approximately 2.25 miles.

#### II. ROUTE CONTEXT

- A. Current Purpose<sup>4</sup> (if any) of Route: *(Examples: Rangeland/Livestock Improvements (stock tank, developed spring, reservoir, fence, corral), Inholdings (ranch, farmhouse), Mine Site, Concentrated Use Site (camp site), Recreation, Utilities (transmission line, telephone, pipeline), Administrative (project maintenance, communication site, vegetation treatment)).*

**Describe:** Route is privately owned, approximately 2.25 mile long, and provides access to two parcels of private land separated by BLM land. Route is gated and locked in Section 35 (outside the WCI unit to the south), so there is no public access into the WCI unit on this route.

#### B. Right-of-Way (ROW):

1. Is there a ROW associated with this route?

Yes       No       Unknown

2. If yes, what is the stated purpose of the ROW?

3. Is the ROW still being used for this purpose?

Yes       No       Unknown or N/A

**Explain:** Road accesses two parcels of private property.

#### III. WILDERNESS INVENTORY ROAD CRITERIA

- A. Evidence of construction or improvement using mechanical means:

Yes  (if either A.1 or A.2 is checked "yes" below)

No  (if both A.1 *and* A.2 are checked “no” below)

1. Construction: (*Is there evidence that the route or route segment was originally constructed using mechanical means?*) Yes  No

Examples: Paved  Bladed  Graveled  Roadside Berms  Cut/Fill

Other

**Describe:** Unable to field visit this route; very visible on Google Earth imagery. Where the route is gated and locked, the route seen beyond the gate is bladed and maintained by machinery.

2. Improvements: (*Is there evidence of improvements using mechanical means to facilitate access?*) Yes  If “yes”: by Hand Tools  by Machine

No

Examples: Culverts  Hardened Stream Crossings  Bridges  Drainage

Barriers  Other

**Describe:** Unable to field visit this route; very visible on Google Earth imagery.

- B. Maintenance: (*Is there evidence of maintenance that would ensure relatively regular and continuous use?*):

Yes  (if either B.1 *or* B.2 is checked “yes” below)

No  (if both B.1 *and* B.2 are checked “no” below)

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

Yes  If “yes”: by Hand Tools  by Machine

No

**Explain:** What could be seen beyond the gate showed evidence of being maintained by machinery.

2. If the route or route segment is in good<sup>5</sup> condition, but there is no evidence of maintenance, would mechanical maintenance with hand tools or machines be approved by BLM to meet the purpose(s) of the route in the event this route became impassable?

Yes

No

**Explain:** This is a private road; BLM has no authority on this road.

- C. Relatively regular and continuous use: (*Does the route or route segment ensure relatively regular and continuous use?*) Yes  No

**Describe evidence** (*e.g., direct, vehicles or vehicle tracks observed, or indirect, evidence of use associated with purpose of the route such as maintenance of facility that route*)

*accesses) and other rationale for whether use has occurred and will continue to occur on a relatively regular basis (i.e., regular and continuous use relative to the purpose(s) of the route):<sup>6</sup>*

The route is gated and closed to the general public, but what could be seen beyond the gate appeared to be easily traversed by vehicles.

IV. CONCLUSION:

Does the route or route segment<sup>7</sup> meet the definition of a wilderness inventory road (*i.e., are items III.A and III.B and III.C all checked yes*)?

Yes  = Wilderness Inventory Road                      No  = Not a road for wilderness inventory purposes

Explanation<sup>8</sup>:

Evaluator(s)

Date

Trish Lindaman

12/7/2012

<sup>1</sup> 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 1610.5-3.

<sup>2</sup> Road: An access route which has been improved and maintained by mechanical means to insure relatively regular and continuous use. A way maintained solely by the passage of vehicles does not constitute a road.

- a. Improved and maintained – Actions taken physically by people to keep the road open to vehicle traffic. “Improved” does not necessarily mean formal construction. “Maintained” does not necessarily mean annual maintenance.
- b. Mechanical means – Use of hand or power machinery or tools.
- c. Relatively regular and continuous use – Vehicular use that has occurred and will continue to occur on a relatively regular basis. Examples are: access roads for equipment to maintain a stock water tank or other established water sources, access roads to maintained recreation sites or facilities, or access roads to mining claims.

<sup>3</sup> If a portion of a route is found to meet the wilderness inventory road criteria (see Part III) and the remainder does not meet these criteria (e.g., a cherrystem road with a primitive route continuing beyond a certain point), identify each segment and explain the rationale for the separate findings under pertinent criteria.

<sup>4</sup> The purpose of a route is not a deciding factor in determining whether a route is a road for wilderness characteristics inventory purposes. The purpose of a route does provide context for factors on which such a determination may be based, particularly the question of whether maintenance of the route ensures relatively regular and continuous use. The purpose also helps to determine whether maintenance that may so far have been unnecessary to ensure such use would be approved by BLM when the need arises.

<sup>5</sup> Good condition would be a condition that ensures regular and continuous use relative to the purposes of the route. Consider whether the route can be clearly followed in the field over its entire course and whether all or any portion of the route contains any impediments to travel.

<sup>6</sup> Include estimate of travel rates for the stated purposes, e.g., trips/day or week or month or season or year or even multiple years in some facility maintenance cases.

<sup>7</sup> If part of the route meets the wilderness inventory road definition and the remainder does not, describe the segment meeting the definition and any remaining portion not meeting the definition and why.

<sup>8</sup> Describe and explain rationale for any discrepancies with citizen proposals.

## WILDERNESS CHARACTERISTICS INVENTORY

### APPENDIX C – ROUTE ANALYSIS<sup>1</sup>

*(Factors to consider when determining whether a route is a road<sup>2</sup>  
for wilderness characteristics inventory purposes.)*

Wilderness Characteristics Inventory Area Unique Identifier: **Berry Creek**

Route or Route Segment<sup>3</sup> Name and/or Identifier: **33-1W-15**

*(Include Transportation Plan Identifier, if known, and include route number supplied by citizen information, when available.)*

- I. LOCATION: Refer to attached map **Berry\_Creek\_WCI\_20130423.pdf** and BLM corporate data (GIS). List photo point references (where applicable) or reference attached photo log: **WCI\_Photo\_Log\_BERRY\_CREEK.doc**

**Describe:** Route starts at the junction with BLM Road 33-1W-8 and runs 1/3 mile towards the southeast to a timber sale landing.

#### II. ROUTE CONTEXT

- A. Current Purpose<sup>4</sup> (if any) of Route: *(Examples: Rangeland/Livestock Improvements (stock tank, developed spring, reservoir, fence, corral), Inholdings (ranch, farmhouse), Mine Site, Concentrated Use Site (camp site), Recreation, Utilities (transmission line, telephone, pipeline), Administrative (project maintenance, communication site, vegetation treatment)).*

**Describe:** Route was constructed in 1966 to access units of the Buck Willy Timber Sale. Route was constructed as a permanent road for timber purposes, under BLM ownership and control. Route is classified as a Resource Road, with a Maintenance Level of 2, whose objective requires the road to be open for limited administrative traffic.

#### B. Right-of-Way (ROW):

1. Is there a ROW associated with this route?  
Yes       No       Unknown
2. If yes, what is the stated purpose of the ROW?
3. Is the ROW still being used for this purpose?  
Yes       No       Unknown or N/A

**Explain:** Route was constructed as a permanent road for future timber use.

#### III. WILDERNESS INVENTORY ROAD CRITERIA

- A. Evidence of construction or improvement using mechanical means:

Yes  (if either A.1 or A.2 is checked "yes" below)

No  (if both A.1 and A.2 are checked "no" below)

1. Construction: *(Is there evidence that the route or route segment was originally constructed using mechanical means?)* Yes  No

Examples: Paved  Bladed  Graveled  Roadside Berms  Cut/Fill

Other

**Describe:** Route is full bench construction, natural surface, one lane in width, with drainage ditches.

2. Improvements: *(Is there evidence of improvements using mechanical means to facilitate access?)* Yes  If "yes": by Hand Tools  by Machine

No

Examples: Culverts  Hardened Stream Crossings  Bridges  Drainage

Barriers  Other

**Describe:** Route is full bench construction, natural surface, with drainage ditches, and ends at a landing.

- B. Maintenance: *(Is there evidence of maintenance that would ensure relatively regular and continuous use?):*

Yes  (if either B.1 or B.2 is checked "yes" below)

No  (if both B.1 and B.2 are checked "no" below)

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

Yes  If "yes": by Hand Tools  by Machine

No

**Explain:** The route to the landing is overhung with vegetation that has not been trimmed back. Small diameter trees have partially fallen into the route.

2. If the route or route segment is in good<sup>5</sup> condition, but there is no evidence of maintenance, would mechanical maintenance with hand tools or machines be approved by BLM to meet the purpose(s) of the route in the event this route became impassable?

Yes  No

**Explain:** If the route were needed in the future for timber access, mechanized equipment would be approved along the entire route to improve or widen it to allow harvest access.

- C. Relatively regular and continuous use: *(Does the route or route segment ensure relatively regular and continuous use?)* Yes  No

**Describe evidence** *(e.g., direct, vehicles or vehicle tracks observed, or indirect, evidence of use associated with purpose of the route such as maintenance of facility that route accesses) and other rationale for whether use has occurred and will continue to occur on a relatively regular basis (i.e., regular and continuous use relative to the purpose(s) of the route):*<sup>6</sup>

The route is becoming overgrown but can still be traversable by ATVs. A tank trap located at the far edge of the landing prevents ATVs from going further east. However, a well-used ATV track has developed that heads up the hill to the south/southwest.

IV. CONCLUSION:

Does the route or route segment<sup>7</sup> meet the definition of a wilderness inventory road *(i.e., are items III.A and III.B and III.C all checked yes?)*

Yes  = Wilderness Inventory Road                      No  = Not a road for wilderness inventory purposes  
 Explanation<sup>8</sup>:

Evaluator(s)	Date
Trish Lindaman	12/20/2012

<sup>1</sup> 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 1610.5-3.

<sup>2</sup> Road: An access route which has been improved and maintained by mechanical means to insure relatively regular and continuous use. A way maintained solely by the passage of vehicles does not constitute a road.

- a. Improved and maintained – Actions taken physically by people to keep the road open to vehicle traffic. “Improved” does not necessarily mean formal construction. “Maintained” does not necessarily mean annual maintenance.
- b. Mechanical means – Use of hand or power machinery or tools.
- c. Relatively regular and continuous use – Vehicular use that has occurred and will continue to occur on a relatively regular basis. Examples are: access roads for equipment to maintain a stock water tank or other established water sources, access roads to maintained recreation sites or facilities, or access roads to mining claims.

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<sup>3</sup> If a portion of a route is found to meet the wilderness inventory road criteria (see Part III) and the remainder does not meet these criteria (e.g., a cherrystem road with a primitive route continuing beyond a certain point), identify each segment and explain the rationale for the separate findings under pertinent criteria.

<sup>4</sup> The purpose of a route is not a deciding factor in determining whether a route is a road for wilderness characteristics inventory purposes. The purpose of a route does provide context for factors on which such a determination may be based, particularly the question of whether maintenance of the route ensures relatively regular and continuous use. The purpose also helps to determine whether maintenance that may so far have been unnecessary to ensure such use would be approved by BLM when the need arises.

<sup>5</sup> Good condition would be a condition that ensures regular and continuous use relative to the purposes of the route. Consider whether the route can be clearly followed in the field over its entire course and whether all or any portion of the route contains any impediments to travel.

<sup>6</sup> Include estimate of travel rates for the stated purposes, e.g., trips/day or week or month or season or year or even multiple years in some facility maintenance cases.

<sup>7</sup> If part of the route meets the wilderness inventory road definition and the remainder does not, describe the segment meeting the definition and any remaining portion not meeting the definition and why.

<sup>8</sup> Describe and explain rationale for any discrepancies with citizen proposals.



## WILDERNESS CHARACTERISTICS INVENTORY

### APPENDIX C – ROUTE ANALYSIS<sup>1</sup>

*(Factors to consider when determining whether a route is a road<sup>2</sup>  
for wilderness characteristics inventory purposes.)*

Wilderness Characteristics Inventory Area Unique Identifier: **Berry Creek**

Route or Route Segment<sup>3</sup> Name and/or Identifier: **33-1W-15.1**

*(Include Transportation Plan Identifier, if known, and include route number supplied by citizen information, when available.)*

- I. LOCATION: Refer to attached map **Berry\_Creek\_WCI\_20130423.pdf** and BLM corporate data (GIS). List photo point references (where applicable) or reference attached photo log:

**Describe:** GIS road layer shows the route leaving BLM Road 33-1W-15 and running approximately .5 mile to the west/northwest up and over a ridge.

#### II. ROUTE CONTEXT

- A. Current Purpose<sup>4</sup> (if any) of Route: *(Examples: Rangeland/Livestock Improvements (stock tank, developed spring, reservoir, fence, corral), Inholdings (ranch, farmhouse), Mine Site, Concentrated Use Site (camp site), Recreation, Utilities (transmission line, telephone, pipeline), Administrative (project maintenance, communication site, vegetation treatment)).*

**Describe:** Route was constructed in 1966 to access units of the Buck Willy Timber Sale, and is under BLM ownership and control. Route is classified as a Resource Road. After timber use, a Maintenance Level of 1 was assigned, with the objective of full decommission and removal from the transportation system.

#### B. Right-of-Way (ROW):

1. Is there a ROW associated with this route?

Yes       No       Unknown

2. If yes, what is the stated purpose of the ROW?

3. Is the ROW still being used for this purpose?

Yes       No       Unknown or N/A

**Explain:** Records show this route was fully decommissioned.

#### III. WILDERNESS INVENTORY ROAD CRITERIA

- A. Evidence of construction or improvement using mechanical means:

Yes  (if either A.1 or A.2 is checked “yes” below)

No  (if both A.1 *and* A.2 are checked “no” below)

1. Construction: (*Is there evidence that the route or route segment was originally constructed using mechanical means?*) Yes  No

Examples: Paved  Bladed  Graveled  Roadside Berms  Cut/Fill

Other

**Describe:** Road records show this route was constructed for timber purposes. Although the start of this road was not evident, it is assumed that the prism of this road would still be somewhat apparent.

2. Improvements: (*Is there evidence of improvements using mechanical means to facilitate access?*) Yes  If “yes”: by Hand Tools  by Machine

No

Examples: Culverts  Hardened Stream Crossings  Bridges  Drainage

Barriers  Other

**Describe:** Although road records show the route was constructed for timber sale use, field examination of the area did not find evidence of this route leaving road 33-1-15. Road records show this road was fully decommissioned.

- B. Maintenance: (*Is there evidence of maintenance that would ensure relatively regular and continuous use?*):

Yes  (if either B.1 *or* B.2 is checked “yes” below)

No  (if both B.1 *and* B.2 are checked “no” below)

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

Yes  If “yes”: by Hand Tools  by Machine

No

**Explain:** Records show that the road was fully decommissioned.

2. If the route or route segment is in good<sup>5</sup> condition, but there is no evidence of maintenance, would mechanical maintenance with hand tools or machines be approved by BLM to meet the purpose(s) of the route in the event this route became impassable?

Yes

No

**Explain:** Records show that the road was fully decommissioned.

- C. Relatively regular and continuous use: (*Does the route or route segment ensure relatively regular and continuous use?*) Yes  No

**Describe evidence** (e.g., direct, vehicles or vehicle tracks observed, or indirect, evidence of use associated with purpose of the route such as maintenance of facility that route accesses) and other rationale for whether use has occurred and will continue to occur on a relatively regular basis (i.e., regular and continuous use relative to the purpose(s) of the route):<sup>6</sup>

Evidence of this route was not observed during field examination of road 33-15-1, from which it takes off from.

IV. CONCLUSION:

Does the route or route segment<sup>7</sup> meet the definition of a wilderness inventory road (i.e., are items III.A and III.B and III.C all checked yes)?

Yes  = Wilderness Inventory Road                      No  = Not a road for wilderness inventory purposes

Explanation<sup>8</sup>:

Evaluator(s)	Date
Trish Lindaman	12/7/2012

<sup>1</sup> 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 1610.5-3.

<sup>2</sup> Road: An access route which has been improved and maintained by mechanical means to insure relatively regular and continuous use. A way maintained solely by the passage of vehicles does not constitute a road.

- a. Improved and maintained – Actions taken physically by people to keep the road open to vehicle traffic. “Improved” does not necessarily mean formal construction. “Maintained” does not necessarily mean annual maintenance.
- b. Mechanical means – Use of hand or power machinery or tools.
- c. Relatively regular and continuous use – Vehicular use that has occurred and will continue to occur on a relatively regular basis. Examples are: access roads for equipment to maintain a stock water tank or other established water sources, access roads to maintained recreation sites or facilities, or access roads to mining claims.

<sup>3</sup> If a portion of a route is found to meet the wilderness inventory road criteria (see Part III) and the remainder does not meet these criteria (e.g., a cherrystem road with a primitive route continuing beyond a certain point), identify each segment and explain the rationale for the separate findings under pertinent criteria.

<sup>4</sup> The purpose of a route is not a deciding factor in determining whether a route is a road for wilderness characteristics inventory purposes. The purpose of a route does provide context for factors on which such a

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determination may be based, particularly the question of whether maintenance of the route ensures relatively regular and continuous use. The purpose also helps to determine whether maintenance that may so far have been unnecessary to ensure such use would be approved by BLM when the need arises.

<sup>5</sup> Good condition would be a condition that ensures regular and continuous use relative to the purposes of the route. Consider whether the route can be clearly followed in the field over its entire course and whether all or any portion of the route contains any impediments to travel.

<sup>6</sup> Include estimate of travel rates for the stated purposes, e.g., trips/day or week or month or season or year or even multiple years in some facility maintenance cases.

<sup>7</sup> If part of the route meets the wilderness inventory road definition and the remainder does not, describe the segment meeting the definition and any remaining portion not meeting the definition and why.

<sup>8</sup> Describe and explain rationale for any discrepancies with citizen proposals.

**WILDERNESS CHARACTERISTICS INVENTORY****APPENDIX C – ROUTE ANALYSIS<sup>1</sup>**

*(Factors to consider when determining whether a route is a road<sup>2</sup> for wilderness characteristics inventory purposes.)*

Wilderness Characteristics Inventory Area Unique Identifier: **Berry Creek**  
Route or Route Segment<sup>3</sup> Name and/or Identifier: **33-1W-14.1; Westside**

*(Include Transportation Plan Identifier, if known, and include route number supplied by citizen information, when available.)*

- I. LOCATION: Refer to attached map **Berry\_Creek\_WCI\_20130423.pdf** and BLM corporate data (GIS). List photo point references (where applicable) or reference attached photo log:

**Describe:** Route leaves BLM Road 33-1W-8 and runs approximately 3/4 mile to the south and east.

II. ROUTE CONTEXT

- A. Current Purpose<sup>4</sup> (if any) of Route: *(Examples: Rangeland/Livestock Improvements (stock tank, developed spring, reservoir, fence, corral), Inholdings (ranch, farmhouse), Mine Site, Concentrated Use Site (camp site), Recreation, Utilities (transmission line, telephone, pipeline), Administrative (project maintenance, communication site, vegetation treatment)).*

**Describe:** Route was constructed in 1966 to access units of the Buck Willy Timber Sale, and is under BLM ownership and control. Route is classified as a Resource Road, with a maintenance level of 3. The management objective is for the road to be open seasonally or year-round for commercial, recreational, or administrative access.

B. Right-of-Way (ROW):

1. Is there a ROW associated with this route?

Yes  No  Unknown

2. If yes, what is the stated purpose of the ROW?

3. Is the ROW still being used for this purpose?

Yes  No  Unknown or N/A

**Explain:** Road was constructed for timber purposes.

III. WILDERNESS INVENTORY ROAD CRITERIA

- A. Evidence of construction or improvement using mechanical means:

Yes  (if either A.1 or A.2 is checked “yes” below)

No  (if both A.1 *and* A.2 are checked “no” below)

1. Construction: (*Is there evidence that the route or route segment was originally constructed using mechanical means?*) Yes  No

Examples: Paved  Bladed  Graveled  Roadside Berms  Cut/Fill

Other

**Describe:** Road records show this route was constructed for timber purposes. Weather prevented a field inspection, however, road records show the route was graveled, and the route is readily visible on Google Earth imagery.

2. Improvements: (*Is there evidence of improvements using mechanical means to facilitate access?*) Yes  If “yes”: by Hand Tools  by Machine

No

Examples: Culverts  Hardened Stream Crossings  Bridges  Drainage

Barriers  Other

**Describe:** Weather prevented a field inspection; however, road records show that the route was mechanically constructed for timber sale use, with ditches and culverts.

- B. Maintenance: (*Is there evidence of maintenance that would ensure relatively regular and continuous use?*):

Yes  (if either B.1 *or* B.2 is checked “yes” below)

No  (if both B.1 *and* B.2 are checked “no” below)

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

Yes  If “yes”: by Hand Tools  by Machine

No

**Explain:** Weather prevented a field inspection, and there are no records documenting maintenance of the route.

2. If the route or route segment is in good<sup>5</sup> condition, but there is no evidence of maintenance, would mechanical maintenance with hand tools or machines be approved by BLM to meet the purpose(s) of the route in the event this route became impassable?

Yes  No

**Explain:** If the route were needed in the future for timber access, mechanized equipment would be approved along the entire route to improve or widen it to allow harvest access.

- C. Relatively regular and continuous use: *(Does the route or route segment ensure relatively regular and continuous use?)* Yes  No

**Describe evidence** *(e.g., direct, vehicles or vehicle tracks observed, or indirect, evidence of use associated with purpose of the route such as maintenance of facility that route accesses) and other rationale for whether use has occurred and will continue to occur on a relatively regular basis (i.e., regular and continuous use relative to the purpose(s) of the route):*<sup>6</sup>

Weather prevented a field inspection of this route. Review of Google Earth images shows the route as readily visible, which suggest regular vehicle use.

IV. CONCLUSION:

Does the route or route segment<sup>7</sup> meet the definition of a wilderness inventory road *(i.e., are items III.A and III.B and III.C all checked yes)?*

Yes  = Wilderness Inventory Road                      No  = Not a road for wilderness inventory purposes

Explanation<sup>8</sup>:

Evaluator(s)	Date
Trish Lindaman	12/7/2012

<sup>1</sup> 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 1610.5-3.

<sup>2</sup> Road: An access route which has been improved and maintained by mechanical means to insure relatively regular and continuous use. A way maintained solely by the passage of vehicles does not constitute a road.

- a. Improved and maintained – Actions taken physically by people to keep the road open to vehicle traffic. “Improved” does not necessarily mean formal construction. “Maintained” does not necessarily mean annual maintenance.
- b. Mechanical means – Use of hand or power machinery or tools.
- c. Relatively regular and continuous use – Vehicular use that has occurred and will continue to occur on a relatively regular basis. Examples are: access roads for equipment to maintain a stock water tank or other established water sources, access roads to maintained recreation sites or facilities, or access roads to mining claims.

<sup>3</sup> If a portion of a route is found to meet the wilderness inventory road criteria (see Part III) and the remainder does not meet these criteria (e.g., a cherrystem road with a primitive route continuing beyond a certain point), identify each segment and explain the rationale for the separate findings under pertinent criteria.

<sup>4</sup> The purpose of a route is not a deciding factor in determining whether a route is a road for wilderness characteristics inventory purposes. The purpose of a route does provide context for factors on which such a determination may be based, particularly the question of whether maintenance of the route ensures relatively regular and continuous use. The purpose also helps to determine whether maintenance that may so far have been unnecessary to ensure such use would be approved by BLM when the need arises.

<sup>5</sup> Good condition would be a condition that ensures regular and continuous use relative to the purposes of the route. Consider whether the route can be clearly followed in the field over its entire course and whether all or any portion of the route contains any impediments to travel.

<sup>6</sup> Include estimate of travel rates for the stated purposes, e.g., trips/day or week or month or season or year or even multiple years in some facility maintenance cases.

<sup>7</sup> If part of the route meets the wilderness inventory road definition and the remainder does not, describe the segment meeting the definition and any remaining portion not meeting the definition and why.

<sup>8</sup> Describe and explain rationale for any discrepancies with citizen proposals.



## WILDERNESS CHARACTERISTICS INVENTORY

### APPENDIX C – ROUTE ANALYSIS<sup>1</sup>

*(Factors to consider when determining whether a route is a road<sup>2</sup>  
for wilderness characteristics inventory purposes.)*

Wilderness Characteristics Inventory Area Unique Identifier: **Berry Creek**

Route or Route Segment<sup>3</sup> Name and/or Identifier: **33-1W-11.1 ; Hungry Spot Upper Spur**

*(Include Transportation Plan Identifier, if known, and include route number supplied by citizen information, when available.)*

- I. LOCATION: Refer to attached map **Berry\_Creek\_WCI\_20130423.pdf** and BLM corporate data (GIS). List photo point references (where applicable) or reference attached photo log: **WCI\_Photo\_Log\_BERRY\_CREEK.doc**

**Describe:** Route leaves BLM Road 33-1W-8 and runs approximately 1 mile to the east.

#### II. ROUTE CONTEXT

- A. Current Purpose<sup>4</sup> (if any) of Route: *(Examples: Rangeland/Livestock Improvements (stock tank, developed spring, reservoir, fence, corral), Inholdings (ranch, farmhouse), Mine Site, Concentrated Use Site (camp site), Recreation, Utilities (transmission line, telephone, pipeline), Administrative (project maintenance, communication site, vegetation treatment)).*

**Describe:** Route was constructed in 1970 to access units of the Hungry Spot Timber Sale, and is under BLM ownership and control. Route is classified as a Resource Road, with a maintenance level of 3. The management objective is for the road to be open seasonally or year-round for commercial, recreational, or administrative access.

#### B. Right-of-Way (ROW):

1. Is there a ROW associated with this route?

Yes       No       Unknown

2. If yes, what is the stated purpose of the ROW?

3. Is the ROW still being used for this purpose?

Yes       No       Unknown or N/A

**Explain:** Road was constructed for timber purposes.

#### III. WILDERNESS INVENTORY ROAD CRITERIA

- A. Evidence of construction or improvement using mechanical means:

Yes  (if either A.1 or A.2 is checked “yes” below)

No  (if both A.1 *and* A.2 are checked “no” below)

1. Construction: (*Is there evidence that the route or route segment was originally constructed using mechanical means?*) Yes  No

Examples: Paved  Bladed  Graveled  Roadside Berms  Cut/Fill

Other

**Describe:** Road records show this route was constructed for timber purposes. Route is full bench construction, natural surface, one lane in width, with drainage ditches.

2. Improvements: (*Is there evidence of improvements using mechanical means to facilitate access?*) Yes  If “yes”: by Hand Tools  by Machine

No

Examples: Culverts  Hardened Stream Crossings  Bridges  Drainage

Barriers  Other

**Describe:** Route was graveled and has drainage features.

- B. Maintenance: (*Is there evidence of maintenance that would ensure relatively regular and continuous use?*):

Yes  (if either B.1 *or* B.2 is checked “yes” below)

No  (if both B.1 *and* B.2 are checked “no” below)

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

Yes  If “yes”: by Hand Tools  by Machine

No

**Explain:** No recent brushing or blading had occurred, as vegetation growing along the sides of the road was leaning over the road prism.

2. If the route or route segment is in good<sup>5</sup> condition, but there is no evidence of maintenance, would mechanical maintenance with hand tools or machines be approved by BLM to meet the purpose(s) of the route in the event this route became impassable?

Yes

No

**Explain:** If the route were needed in the future for timber access, mechanized equipment would be approved along the entire route to improve or widen it to allow harvest access.

- C. Relatively regular and continuous use: (*Does the route or route segment ensure relatively regular and continuous use?*) Yes  No

**Describe evidence** (e.g., direct, vehicles or vehicle tracks observed, or indirect, evidence of use associated with purpose of the route such as maintenance of facility that route accesses) and other rationale for whether use has occurred and will continue to occur on a relatively regular basis (i.e., regular and continuous use relative to the purpose(s) of the route):<sup>6</sup>

The road prism is readily apparent and easily traversable. At the time of field inspection, a small slide had recently occurred to partially block the route, but evidence of ATV tracks showed vehicle use beyond the slide. The road prism beyond was easily traversable.

IV. CONCLUSION:

Does the route or route segment<sup>7</sup> meet the definition of a wilderness inventory road (i.e., are items III.A and III.B and III.C all checked yes)?

Yes  = Wilderness Inventory Road                      No  = Not a road for wilderness inventory purposes

Explanation<sup>8</sup>:

Evaluator(s)	Date
Trish Lindaman	12/7/2012

<sup>1</sup> 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 1610.5-3.

<sup>2</sup> Road: An access route which has been improved and maintained by mechanical means to insure relatively regular and continuous use. A way maintained solely by the passage of vehicles does not constitute a road.

- a. Improved and maintained – Actions taken physically by people to keep the road open to vehicle traffic. “Improved” does not necessarily mean formal construction. “Maintained” does not necessarily mean annual maintenance.
- b. Mechanical means – Use of hand or power machinery or tools.
- c. Relatively regular and continuous use – Vehicular use that has occurred and will continue to occur on a relatively regular basis. Examples are: access roads for equipment to maintain a stock water tank or other established water sources, access roads to maintained recreation sites or facilities, or access roads to mining claims.

<sup>3</sup> If a portion of a route is found to meet the wilderness inventory road criteria (see Part III) and the remainder does not meet these criteria (e.g., a cherrystem road with a primitive route continuing beyond a certain point), identify each segment and explain the rationale for the separate findings under pertinent criteria.

<sup>4</sup> The purpose of a route is not a deciding factor in determining whether a route is a road for wilderness characteristics inventory purposes. The purpose of a route does provide context for factors on which such a determination may be based, particularly the question of whether maintenance of the route ensures relatively regular and continuous use. The purpose also helps to determine whether maintenance that may so far have been unnecessary to ensure such use would be approved by BLM when the need arises.

<sup>5</sup> Good condition would be a condition that ensures regular and continuous use relative to the purposes of the route. Consider whether the route can be clearly followed in the field over its entire course and whether all or any portion of the route contains any impediments to travel.

<sup>6</sup> Include estimate of travel rates for the stated purposes, e.g., trips/day or week or month or season or year or even multiple years in some facility maintenance cases.

<sup>7</sup> If part of the route meets the wilderness inventory road definition and the remainder does not, describe the segment meeting the definition and any remaining portion not meeting the definition and why.

<sup>8</sup> Describe and explain rationale for any discrepancies with citizen proposals.

## WILDERNESS CHARACTERISTICS INVENTORY

### APPENDIX C – ROUTE ANALYSIS<sup>1</sup>

*(Factors to consider when determining whether a route is a road<sup>2</sup> for wilderness characteristics inventory purposes.)*

Wilderness Characteristics Inventory Area Unique Identifier: **Berry Creek**

Route or Route Segment<sup>3</sup> Name and/or Identifier: **33-1W-10.2 (Buck Willy B Spur)**  
*(Include Transportation Plan Identifier, if known, and include route number supplied by citizen information, when available.)*

I. LOCATION: Refer to attached map **Berry\_Creek\_WCI\_20130423.pdf** and BLM corporate data (GIS). List photo point references (where applicable) or reference attached photo log:

**Describe:** Route starts at the junction with BLM Road 33-1W-8 and runs .5 mile to the southwest to private land.

#### II. ROUTE CONTEXT

A. Current Purpose<sup>4</sup> (if any) of Route: *(Examples: Rangeland/Livestock Improvements (stock tank, developed spring, reservoir, fence, corral), Inholdings (ranch, farmhouse), Mine Site, Concentrated Use Site (camp site), Recreation, Utilities (transmission line, telephone, pipeline), Administrative (project maintenance, communication site, vegetation treatment)).*

**Describe:** Route was constructed in 1966 to access units of the Buck Willy Timber Sale. Route was constructed as a permanent road for timber purposes, under BLM ownership and control. Route is classified as a Resource Road, with a Maintenance Level of 3. Route was used again for the North Trail Creek Timber Sale in 2003.

#### B. Right-of-Way (ROW):

1. Is there a ROW associated with this route?

Yes  No  Unknown

2. If yes, what is the stated purpose of the ROW?

Timber access

3. Is the ROW still being used for this purpose?

Yes  No  Unknown or N/A

**Explain:** Route was constructed for use a permanent road for future timber use; route was used for accessing more recent timber sale units.

#### III. WILDERNESS INVENTORY ROAD CRITERIA

A. Evidence of construction or improvement using mechanical means:

Yes  (if either A.1 or A.2 is checked "yes" below)

No  (if both A.1 and A.2 are checked "no" below)

1. Construction: (*Is there evidence that the route or route segment was originally constructed using mechanical means?*) Yes  No

**Examples:** Paved  Bladed  Graveled  Roadside Berms  Cut/Fill

Other

**Describe:** Route is full bench construction, graveled, outsloped, one lane in width, with drainage ditches.

2. Improvements: (*Is there evidence of improvements using mechanical means to facilitate access?*) Yes  If "yes": by Hand Tools  by Machine

No

Examples: Culverts  Hardened Stream Crossings  Bridges  Drainage

Barriers  Other

**Describe:** Route is full bench construction, aggregate surfaced, with drainage ditches. A tank trap to block vehicle access is located approximately ¼ mile in.

- B. Maintenance: (*Is there evidence of maintenance that would ensure relatively regular and continuous use?*):

Yes  (if either B.1 or B.2 is checked "yes" below)

No  (if both B.1 and B.2 are checked "no" below)

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

Yes  If "yes": by Hand Tools  by Machine

No

**Explain:** The section of route before the tank trap is easily traversed by vehicle; the route was brushed and surfaced in 2003 for a timber sale. The section of route behind the tank trap is overhung with vegetation that has not been trimmed back.

2. If the route or route segment is in good<sup>5</sup> condition, but there is no evidence of maintenance, would mechanical maintenance with hand tools or machines be approved by BLM to meet the purpose(s) of the route in the event this route became impassable?

Yes  No

**Explain:** If the route were needed in the future for timber access, or access to the private land, mechanized equipment would be approved along the entire route to improve or widen it to allow harvest or private land access.

- C. Relatively regular and continuous use: *(Does the route or route segment ensure relatively regular and continuous use?)* Yes  No

**Describe evidence** *(e.g., direct, vehicles or vehicle tracks observed, or indirect, evidence of use associated with purpose of the route such as maintenance of facility that route accesses) and other rationale for whether use has occurred and will continue to occur on a relatively regular basis (i.e., regular and continuous use relative to the purpose(s) of the route):*<sup>6</sup>

The first ¼ mile of the route is easily traversable by 2WD vehicles. A tank trap located at this point stops full size vehicles, but ATV tracks are visible past the tank trap and continue on the existing roadbed.

IV. CONCLUSION:

Does the route or route segment<sup>7</sup> meet the definition of a wilderness inventory road *(i.e., are items III.A and III.B and III.C all checked yes)?*

Yes  = Wilderness Inventory Road                      No  = Not a road for wilderness inventory purposes

Explanation<sup>8</sup>:

Evaluator(s)	Date
Trish Lindaman	12/7/2012

<sup>1</sup> 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 1610.5-3.

<sup>2</sup> Road: An access route which has been improved and maintained by mechanical means to insure relatively regular and continuous use. A way maintained solely by the passage of vehicles does not constitute a road.

- a. Improved and maintained – Actions taken physically by people to keep the road open to vehicle traffic. “Improved” does not necessarily mean formal construction. “Maintained” does not necessarily mean annual maintenance.
- b. Mechanical means – Use of hand or power machinery or tools.
- c. Relatively regular and continuous use – Vehicular use that has occurred and will continue to occur on a relatively regular basis. Examples are: access roads for equipment to maintain a stock water tank or other established water sources, access roads to maintained recreation sites or facilities, or access roads to mining claims.

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<sup>3</sup> If a portion of a route is found to meet the wilderness inventory road criteria (see Part III) and the remainder does not meet these criteria (e.g., a cherrystem road with a primitive route continuing beyond a certain point), identify each segment and explain the rationale for the separate findings under pertinent criteria.

<sup>4</sup> The purpose of a route is not a deciding factor in determining whether a route is a road for wilderness characteristics inventory purposes. The purpose of a route does provide context for factors on which such a determination may be based, particularly the question of whether maintenance of the route ensures relatively regular and continuous use. The purpose also helps to determine whether maintenance that may so far have been unnecessary to ensure such use would be approved by BLM when the need arises.

<sup>5</sup> Good condition would be a condition that ensures regular and continuous use relative to the purposes of the route. Consider whether the route can be clearly followed in the field over its entire course and whether all or any portion of the route contains any impediments to travel.

<sup>6</sup> Include estimate of travel rates for the stated purposes, e.g., trips/day or week or month or season or year or even multiple years in some facility maintenance cases.

<sup>7</sup> If part of the route meets the wilderness inventory road definition and the remainder does not, describe the segment meeting the definition and any remaining portion not meeting the definition and why.

<sup>8</sup> Describe and explain rationale for any discrepancies with citizen proposals.



## WILDERNESS CHARACTERISTICS INVENTORY

### APPENDIX C – ROUTE ANALYSIS<sup>1</sup>

*(Factors to consider when determining whether a route is a road<sup>2</sup>  
for wilderness characteristics inventory purposes.)*

Wilderness Characteristics Inventory Area Unique Identifier: **Berry Creek**

Route or Route Segment<sup>3</sup> Name and/or Identifier: **33-1W-8 (Buck Rock Road)**

*(Include Transportation Plan Identifier, if known, and include route number supplied by citizen information, when available.)*

- I. LOCATION: Refer to attached map **Berry\_Creek\_WCI\_20130423.pdf** and BLM corporate data (GIS). List photo point references (where applicable) or reference attached photo log:

*Describe:* Route runs east-west adjacent to a portion of the north side of the Berry Creek unit, from the West Branch of Elk Creek Road to Trail Creek Road, and receives regular use.

#### II. ROUTE CONTEXT

- A. Current Purpose<sup>4</sup> (if any) of Route: *(Examples: Rangeland/Livestock Improvements (stock tank, developed spring, reservoir, fence, corral), Inholdings (ranch, farmhouse), Mine Site, Concentrated Use Site (camp site), Recreation, Utilities (transmission line, telephone, pipeline), Administrative (project maintenance, communication site, vegetation treatment)).*

**Describe:** Route is a main thoroughfare between West Fork Elk Creek Road and the Tiller Highway. Route was constructed for timber harvest and vegetation treatment purposes, and currently is used for administrative and recreational purposes. BLM owns and controls this road. Maintenance level for this is road is Level 4, where the management objectives require the road to be open all year, and which connect major administrative features to County, State, or Federal roads. Two rock quarries used for road surfacing of area roads are located along this road in Sections 10 and 14.

#### B. Right-of-Way (ROW):

1. Is there a ROW associated with this route?

Yes       No       Unknown

2. If yes, what is the stated purpose of the ROW?

3. Is the ROW still being used for this purpose?

Yes       No       Unknown or N/A

*Explain:* Road was originally constructed for timber harvest.

#### III. WILDERNESS INVENTORY ROAD CRITERIA

## A. Evidence of construction or improvement using mechanical means:

Yes  (if either A.1 or A.2 is checked "yes" below)No  (if both A.1 and A.2 are checked "no" below)

1. Construction: (*Is there evidence that the route or route segment was originally constructed using mechanical means?*) Yes  No

Examples: Paved  Bladed  Graveled  Roadside Berms  Cut/Fill Other 

**Describe:** Route is full bench construction, graveled, 2 lanes in width, with drainage ditches and culverts.

2. Improvements: (*Is there evidence of improvements using mechanical means to facilitate access?*) Yes  If "yes": by Hand Tools  by Machine

No Examples: Culverts  Hardened Stream Crossings  Bridges  Drainage Barriers  Other 

**Describe:** Route is full bench construction, graveled, with culverts and drainage ditches.

B. Maintenance: (*Is there evidence of maintenance that would ensure relatively regular and continuous use?*):Yes  (if either B.1 or B.2 is checked "yes" below)No  (if both B.1 and B.2 are checked "no" below)

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

Yes  If "yes": by Hand Tools  by Machine No 

**Explain:** Route is routinely maintained by machinery.

2. If the route or route segment is in good<sup>5</sup> condition, but there is no evidence of maintenance, would mechanical maintenance with hand tools or machines be approved by BLM to meet the purpose(s) of the route in the event this route became impassable?

Yes No 

**Explain:** Route is regularly maintained, and is easily traversed by 2WD vehicles.

C. Relatively regular and continuous use: (*Does the route or route segment ensure relatively regular and continuous use?*) Yes  No

**Describe evidence** (e.g., direct, vehicles or vehicle tracks observed, or indirect, evidence of use associated with purpose of the route such as maintenance of facility that route accesses) and other rationale for whether use has occurred and will continue to occur on a relatively regular basis (i.e., regular and continuous use relative to the purpose(s) of the route):<sup>6</sup>

Because this route is the main connector between West Fork Elk Creek Road and the Tiller Highway, it receives regular vehicle traffic. Vehicle tracks can be seen on the roadway, and other vehicles were encountered during field inspection.

IV. CONCLUSION:

Does the route or route segment<sup>7</sup> meet the definition of a wilderness inventory road (i.e., are items III.A and III.B and III.C all checked yes)?

Yes  = Wilderness Inventory Road                      No  = Not a road for wilderness inventory purposes

Explanation<sup>8</sup>:

Evaluator(s)	Date
Trish Lindaman	12/7/2012

<sup>1</sup> 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 1610.5-3.

<sup>2</sup> Road: An access route which has been improved and maintained by mechanical means to insure relatively regular and continuous use. A way maintained solely by the passage of vehicles does not constitute a road.

- a. Improved and maintained – Actions taken physically by people to keep the road open to vehicle traffic. “Improved” does not necessarily mean formal construction. “Maintained” does not necessarily mean annual maintenance.
- b. Mechanical means – Use of hand or power machinery or tools.
- c. Relatively regular and continuous use – Vehicular use that has occurred and will continue to occur on a relatively regular basis. Examples are: access roads for equipment to maintain a stock water tank or other established water sources, access roads to maintained recreation sites or facilities, or access roads to mining claims.

<sup>3</sup> If a portion of a route is found to meet the wilderness inventory road criteria (see Part III) and the remainder does not meet these criteria (e.g., a cherrystem road with a primitive route continuing beyond a certain point), identify each segment and explain the rationale for the separate findings under pertinent criteria.

<sup>4</sup> The purpose of a route is not a deciding factor in determining whether a route is a road for wilderness characteristics inventory purposes. The purpose of a route does provide context for factors on which such a

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determination may be based, particularly the question of whether maintenance of the route ensures relatively regular and continuous use. The purpose also helps to determine whether maintenance that may so far have been unnecessary to ensure such use would be approved by BLM when the need arises.

<sup>5</sup> Good condition would be a condition that ensures regular and continuous use relative to the purposes of the route. Consider whether the route can be clearly followed in the field over its entire course and whether all or any portion of the route contains any impediments to travel.

<sup>6</sup> Include estimate of travel rates for the stated purposes, e.g., trips/day or week or month or season or year or even multiple years in some facility maintenance cases.

<sup>7</sup> If part of the route meets the wilderness inventory road definition and the remainder does not, describe the segment meeting the definition and any remaining portion not meeting the definition and why.

<sup>8</sup> Describe and explain rationale for any discrepancies with citizen proposals.

## WILDERNESS CHARACTERISTICS INVENTORY

### APPENDIX C – ROUTE ANALYSIS<sup>1</sup>

*(Factors to consider when determining whether a route is a road<sup>2</sup>  
for wilderness characteristics inventory purposes.)*

Wilderness Characteristics Inventory Area Unique Identifier: **Berry Creek**

Route or Route Segment<sup>3</sup> Name and/or Identifier: **33-1E-30 (Berry Creek Road)**

*(Include Transportation Plan Identifier, if known, and include route number supplied by citizen information, when available.)*

- I. **LOCATION:** Refer to attached map **Berry\_Creek\_WCI\_20130423.pdf** and BLM corporate data (GIS). List photo point references (where applicable) or reference attached photo log: **WCI\_Photo\_Log\_BERRY\_CREEK.doc**

**Describe:** Route enters the unit's southeast corner from Elk Creek Road and runs west and northwest into the interior of the unit to private land. The route parallels and crosses Berry Creek for a total of approximately 2.3 miles.

#### II. ROUTE CONTEXT

- A. Current Purpose<sup>4</sup> (if any) of Route: *(Examples: Rangeland/Livestock Improvements (stock tank, developed spring, reservoir, fence, corral), Inholdings (ranch, farmhouse), Mine Site, Concentrated Use Site (camp site), Recreation, Utilities (transmission line, telephone, pipeline), Administrative (project maintenance, communication site, vegetation treatment)).*

**Describe:** Route is a 2.3 mile long BLM road that provides access to two parcels of private land. Route was constructed in 1955 as a natural surface road with a maintenance level of 2. In 1992, a 30' ROW was issued to one of the landowners to install surface materials, culverts, and a gate with electronic keypad, and to perform annual maintenance activities on the first 1/3 mile of road. The remainder of the road provides access to a second private landowner. GIS road layer shows the route extending onto BLM land at the NW corner of the private land, but this is not visible on Google Earth imagery.

#### B. Right-of-Way (ROW):

1. Is there a ROW associated with this route?

Yes       No       Unknown

2. If yes, what is the stated purpose of the ROW?

ROW on first 1/3 mile of road to allow for maintenance activities and access to private property.

3. Is the ROW still being used for this purpose?

Yes       No       Unknown or N/A

*Explain:* Road accesses parcels of private property.

## III. WILDERNESS INVENTORY ROAD CRITERIA

## A. Evidence of construction or improvement using mechanical means:

Yes  (if either A.1 or A.2 is checked "yes" below)No  (if both A.1 and A.2 are checked "no" below)

1. Construction: (*Is there evidence that the route or route segment was originally constructed using mechanical means?*) Yes  No

Examples: Paved  Bladed  Graveled  Roadside Berms  Cut/Fill Other 

**Describe:** The first 1/3 mile of the route is full bench construction, graveled, with drainage ditches and culverts. The remaining portion of the route was mechanically cleared and bladed.

2. Improvements: (*Is there evidence of improvements using mechanical means to facilitate access?*) Yes  If "yes": by Hand Tools  by Machine

No Examples: Culverts  Hardened Stream Crossings  Bridges  Drainage Barriers  Other 

**Describe:** The first 1/3 mile is annually maintained by the private landowner, or as needed. The remaining portion to the second landowner has been maintained by a previous landowner when necessary to provide vehicle access. Culverts and some spot rocking is evident.

B. Maintenance: (*Is there evidence of maintenance that would ensure relatively regular and continuous use?*):Yes  (if either B.1 or B.2 is checked "yes" below)No  (if both B.1 and B.2 are checked "no" below)

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

Yes  If "yes": by Hand Tools  by Machine No 

**Explain:** All portions of the route have been maintained by machinery.

2. If the route or route segment is in good<sup>5</sup> condition, but there is no evidence of maintenance, would mechanical maintenance with hand tools or machines be approved by BLM to meet the purpose(s) of the route in the event this route became impassable?

Yes No

**Explain:** The first 1/3 mile of the route is regularly maintained, and is easily traversed by 2WD vehicles. The remaining portion of the route is adjacent to and crosses Berry Creek, and is occasionally impassable. This route was identified in the Timbered Rock EIS for installation of rock, armoured water crossings, and waterbars to improve water quality and stream habitat for steelhead.

- C. Relatively regular and continuous use: (*Does the route or route segment ensure relatively regular and continuous use?*) Yes  No

**Describe evidence** (*e.g., direct, vehicles or vehicle tracks observed, or indirect, evidence of use associated with purpose of the route such as maintenance of facility that route accesses*) and other rationale for whether use has occurred and will continue to occur on a relatively regular basis (*i.e., regular and continuous use relative to the purpose(s) of the route*):<sup>6</sup>

The first 1/3 mile of the route receives regular and continuous use by the homeowner who has the ROW. The remaining portion of the route is closed to the general public, but receives vehicle use by both landowners, and is the only vehicle access available to the second landowner. The route shows evidence of moderate ATV use coming from the first landowners property.

IV. CONCLUSION:

Does the route or route segment<sup>7</sup> meet the definition of a wilderness inventory road (*i.e., are items III.A and III.B and III.C all checked yes*)?

Yes  = Wilderness Inventory Road      No  = Not a road for wilderness inventory purposes

Explanation<sup>8</sup>:

Evaluator(s)

Date

Trish Lindaman

2/14/2013

<sup>1</sup> 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 1610.5-3.

<sup>2</sup> Road: An access route which has been improved and maintained by mechanical means to insure relatively regular and continuous use. A way maintained solely by the passage of vehicles does not constitute a road.

- 
- a. Improved and maintained – Actions taken physically by people to keep the road open to vehicle traffic. “Improved” does not necessarily mean formal construction. “Maintained” does not necessarily mean annual maintenance.
  - b. Mechanical means – Use of hand or power machinery or tools.
  - c. Relatively regular and continuous use – Vehicular use that has occurred and will continue to occur on a relatively regular basis. Examples are: access roads for equipment to maintain a stock water tank or other established water sources, access roads to maintained recreation sites or facilities, or access roads to mining claims.

<sup>3</sup> If a portion of a route is found to meet the wilderness inventory road criteria (see Part III) and the remainder does not meet these criteria (e.g., a cherrystem road with a primitive route continuing beyond a certain point), identify each segment and explain the rationale for the separate findings under pertinent criteria.

<sup>4</sup> The purpose of a route is not a deciding factor in determining whether a route is a road for wilderness characteristics inventory purposes. The purpose of a route does provide context for factors on which such a determination may be based, particularly the question of whether maintenance of the route ensures relatively regular and continuous use. The purpose also helps to determine whether maintenance that may so far have been unnecessary to ensure such use would be approved by BLM when the need arises.

<sup>5</sup> Good condition would be a condition that ensures regular and continuous use relative to the purposes of the route. Consider whether the route can be clearly followed in the field over its entire course and whether all or any portion of the route contains any impediments to travel.

<sup>6</sup> Include estimate of travel rates for the stated purposes, e.g., trips/day or week or month or season or year or even multiple years in some facility maintenance cases.

<sup>7</sup> If part of the route meets the wilderness inventory road definition and the remainder does not, describe the segment meeting the definition and any remaining portion not meeting the definition and why.

<sup>8</sup> Describe and explain rationale for any discrepancies with citizen proposals.



## WILDERNESS CHARACTERISTICS INVENTORY

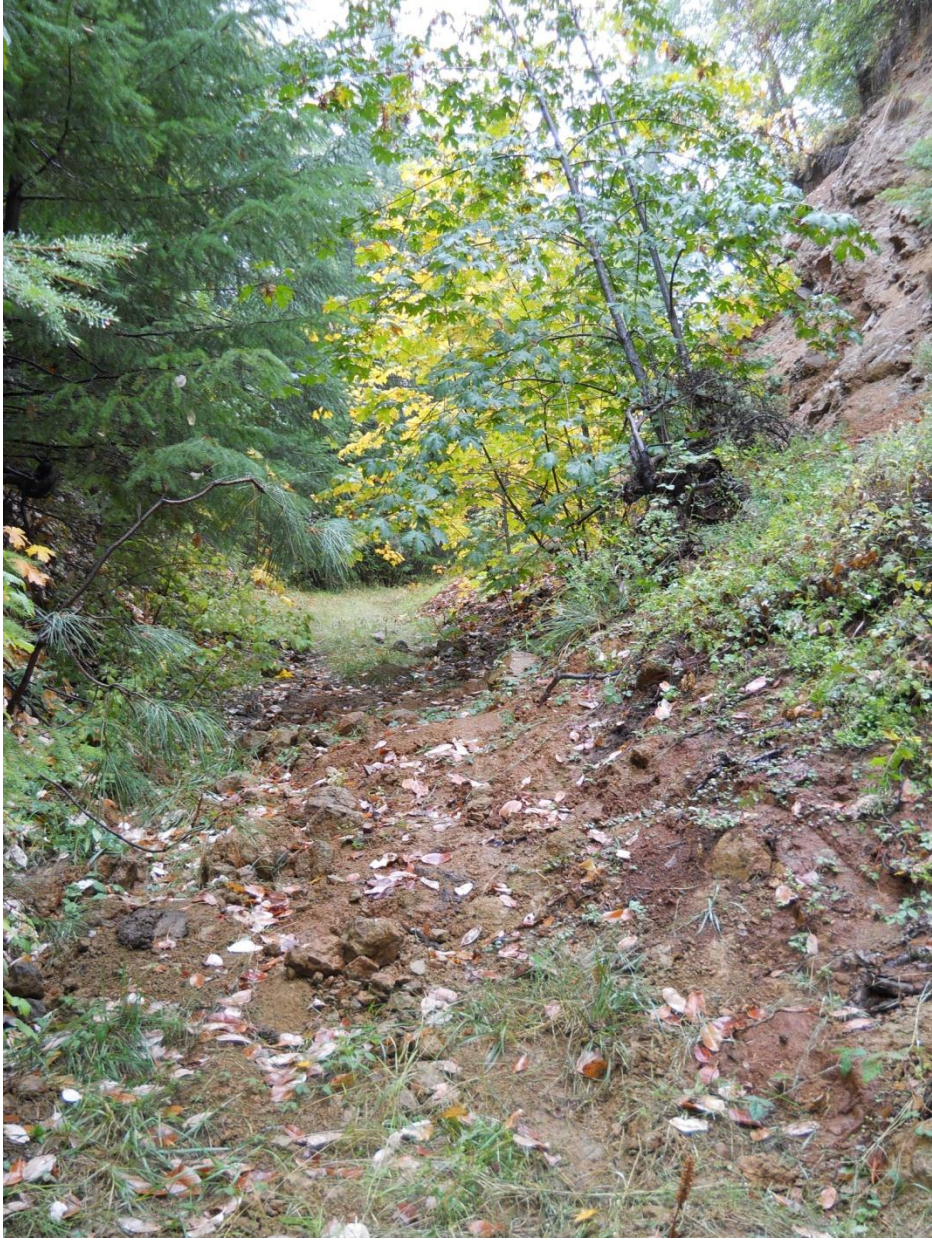
### APPENDIX D – PHOTO LOG

Photographer(s): Trish Lindaman, Jeanne Klein

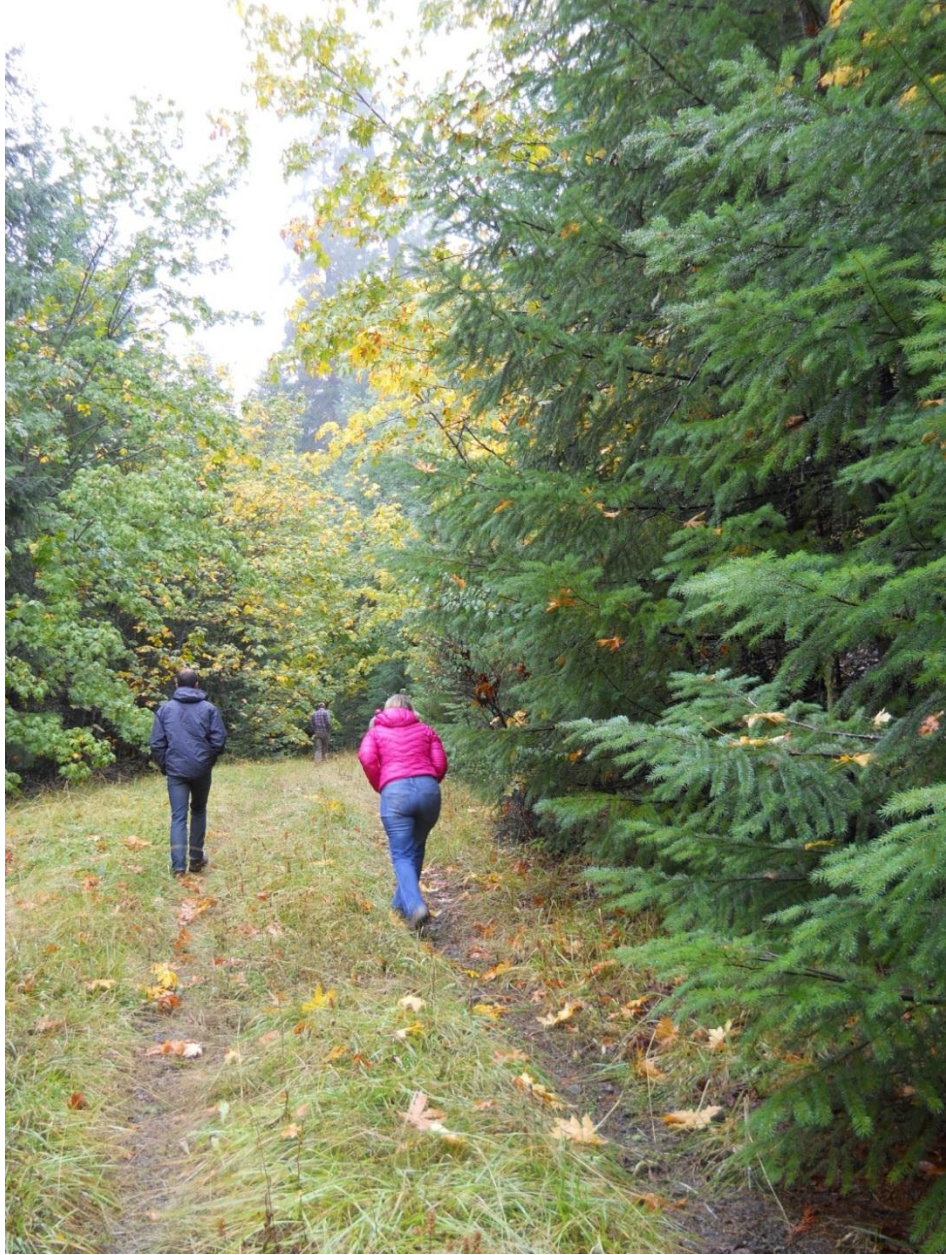
Inventory Area Unique Identifier: **OR11-9 BERRY CREEK**

(\*) Photo Point #s correspond to GPS locations shown in shapefile named Berry Creek\_Photo\_Pts.shp located in Berry Creek project folder. Attribute item in shapefile is "ident".

Date	Frame #	Camera Direction	Description	GPS/UTM Location	Township	Range	Sec.	Photo Point # (*)
10/23/12	1	N	Slump at beginning of Rd 33-1-11.1	N42 42 31.3 W122 46 33.1	33S	1W	12	BC1
10/23/12	2	NE	Roadbed of 33-1-11.1 behind slump	N42 42 36.2 W122 46 32.2	33S	1W	12	BC2
10/23/12	3	E	Landing at end of Rd 33-1-15	N42 42 12.2 W122 48 10.6	33S	1W	15	BC3
10/23/12	4	SW	ATV trail above Rd 33-1-15	N42 42 11.5 W122 48 13.2	33S	1W	15	BC4
2/13/13	5	S	View into unit from Sec 10 rock quarry	N42 43 06.1 W122 48 41.8	33S	1W	10	BC5
2/14/13	6	N	Private gates on Lewis Creek Road	N42 39 46.2 W122 47 47.9	33S	1W	35	BC6
2/14/13	7	N	View of Lewis Creek road behind private gate	“	33S	1W	35	BC6
2/14/13	8	W	Start of maintenance level 2 section of Berry Creek Road	N42 40 34.9 W122 45 00.8	33S	1E	30	BC7
2/14/13	9	W	Berry Creek Road	N42 40 34.9 W122 45 27.9	33S	1E	25	BC8
2/14/13	10	E	Berry Creek encroaching onto Berry Creek Road	N42 40 34.9 W122 45 52.9	33S	1E	25	BC9
2/14/13	11	W	Berry Creek Road crossing Berry Creek	“	33S	1E	25	BC9
2/14/13	12	NW	View of Berry Rock from Elk Creek Road	N42 40 18.1 W122 44 42.1	33S	1E	30	BC10
3/21/13	13	W	2005 timber sale unit	N42 41 57.5 W122 48 22.7	33S	1W	15	BC11
3/21/13	14	N	Buck Rock	“	33S	1W	15	BC11
3/21/13	15	S	2005 timber sale unit and ATV trail	N42 411 55.2 W122 48 23.1	33S	1W	15	BC12
3/21/13	16	S	Berry Creek Road	N42 40 53.7 W122 46 02.2	33S	1E	24	BC13
5/14/13	17	W	Communication tower on Buck Rock	N42 42 32.7 W122 48 38.3	33S	1W	15	BC14
5/14/13	18	SSW	View looking SSW from Buck Rock	“	33S	1W	15	BC14



Frame 1, BC\_001



Frame 2, BC\_002



Frame 3, BC\_003



Frame 4, BC\_004



Frame 5, BC\_005



Frame 6, BC\_006



Frame 7, BC\_006



Frame 8, BC\_007





Frame 9, BC\_008



Frame 10, BC\_009



Frame 11, BC\_009



Frame 12, BC\_010



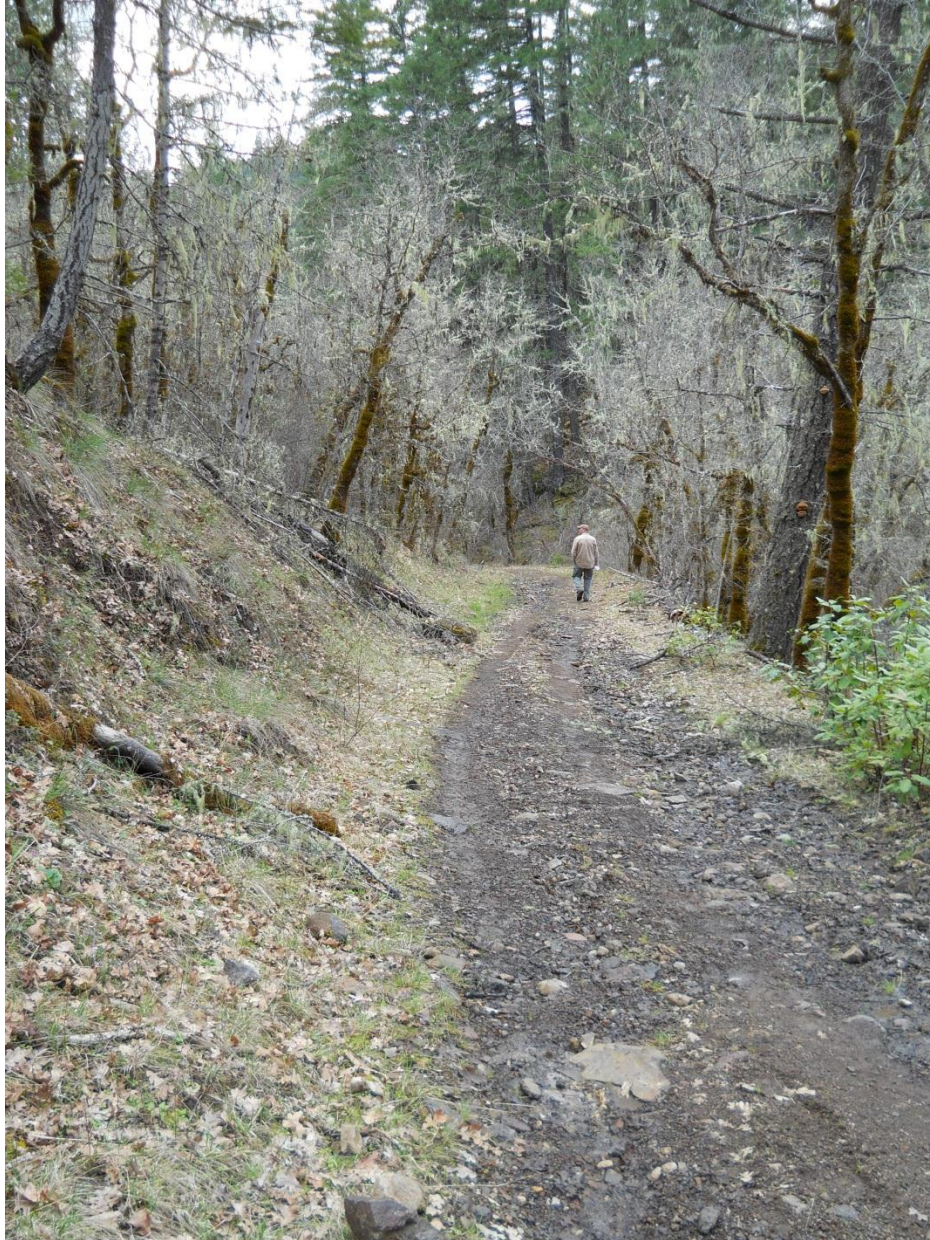
Frame 13, BC\_011



Frame 14, BC\_011



Frame 15, BC\_012



Frame 16, BC\_013



Frame 17, BC\_014



Frame 18, BC\_014