

DAKUBETED (OR11-40)

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.

DAKUBETED (OR11-40)
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: 2006 WOPR

b) Inventory Area Unique Identifier(s): OR11-40

c) Map Name(s)/Number(s): Dakubetede_WCI_20130521.pdf

d) BLM District(s)/Field Office(s): Medford/Ashland

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 Source: 2006 WOPR

Unique Identifier	Sufficient Size? Yes/No (acres)	Naturalness? Yes/No	Outstanding Solitude? Yes/No	Outstanding Primitive & Unconfined Recreation? Yes/No	Supplemental Values? Yes/No
OR11-40	Y	N	N	N	

DAKUBETED (OR11-40)
FORM 2

Current Conditions: Presence or Absence of Wilderness Characteristics

Area Unique Identifier **OR11-40 (DAKUBETED)** Acreage **5,099**

(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.):
Field inspections, review of the area using Google Earth, and review of BLM road and timber records brought changes to the original inventory unit boundary. Route analyses were conducted on several roads. Unit boundary was edited to match land line inventory, topography where appropriate, and exclude roads with 20 ft buffer.

- 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 DAKUBETDE WCI unit consists of several areas of large blocks of contiguous public lands within the Applegate watershed. The area is steep and rugged. Vegetation varies from dense mature mixed conifers and hardwood stands to open grass and shrublands. Major human uses/activities include hiking, mountain biking and equestrian use.

- 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):

Topographic and vegetative features provide ample screening from roads, private lands, and management activities on surrounding lands.

- 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 ☐

DAKUBETED (OR11-40)

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):

Topographic and vegetative features provide ample screening from roads, private lands, and management activities on surrounding lands. The Sterling Mine Ditch Trail traverses East/West through the area. The area’s proximity to settled areas of the Applegate Valley provides opportunities to many who seek primitive and unconfined recreational experiences close to home.

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

Yes ☒

No ☐

N/A ☐

Description: STERLING MINE DITCH ACEC

DAKUBETED (OR11-40)

Summary of Analysis*

Area Unique Identifier: OR11-40 (DAKUBETED)

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:

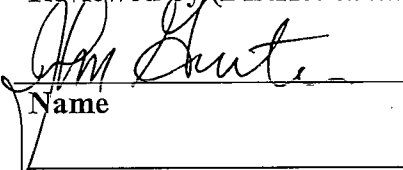
☒ The area, or a portion of the area, has wilderness characteristics and is identified as lands with wilderness characteristics.

☐ The area does not have wilderness characteristics.

Prepared by (team members):

Name	Title	Date
Jeanne Klein	District Sup Outdoor Recreation Planner	2/12/13
Dennis Byrd	Ashland RA Outdoor Recreation Planner	2/12/13
Levi Dean	Recreation Technician	2/12/13
Kristi Mastrofini	Natural Resource Specialist	4/13

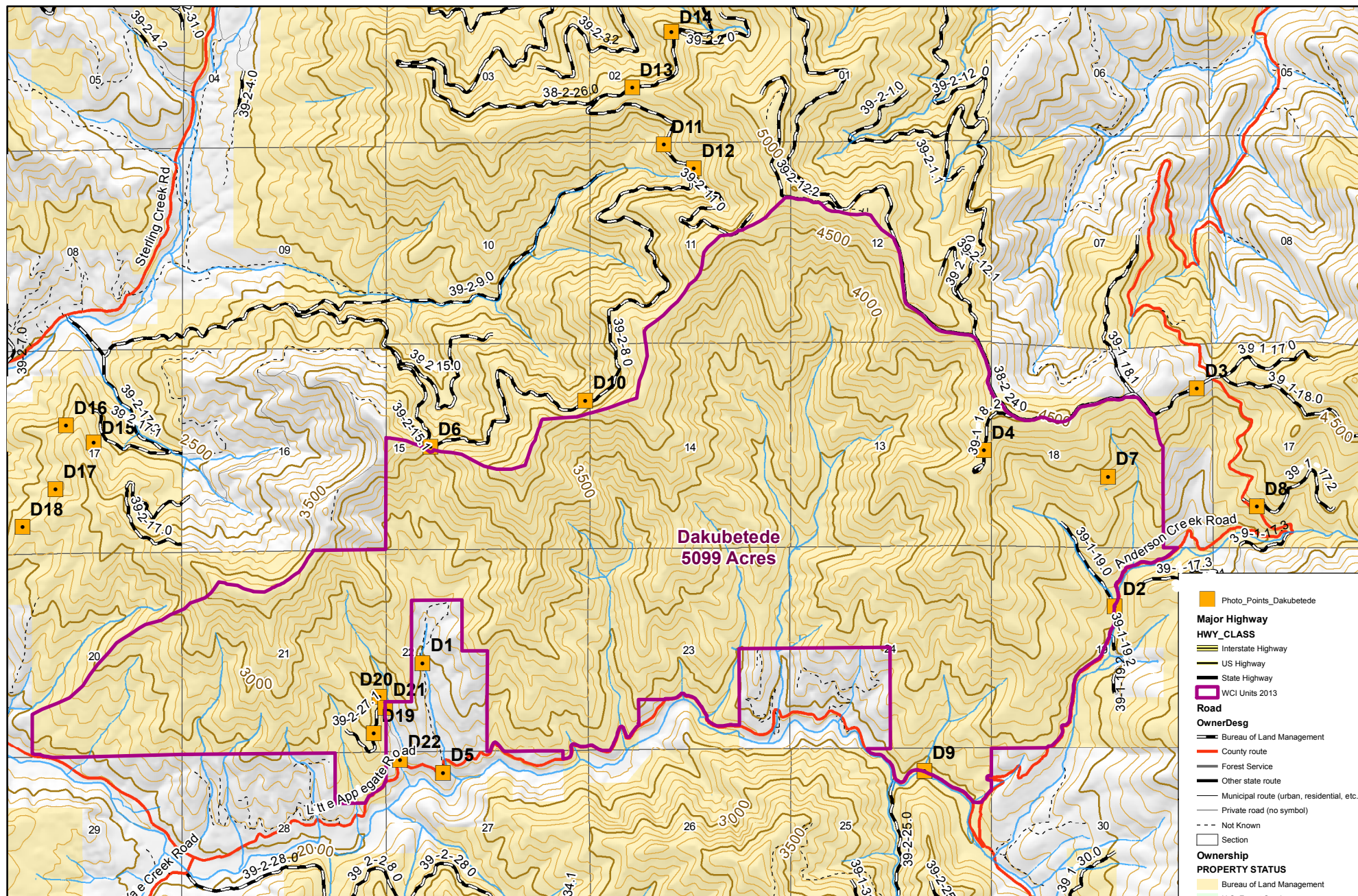
Reviewed by (District or Field Manager):

	Field Manager	5/24/13
Name	Title	Date

* This form documents information that constitutes an inventory finding on wilderness characteristics. It does not represent a formal land use allocation or a final agency decision subject to administrative remedies under either 43 CFR parts 4 or 1610.5-3.

Wilderness Characteristics Inventory - Dakubetede (OR11-40)

2013/04/15



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.

MXD: W:\ArcMap\WCI_BND_EDITS_20130415.mxd AMP

0 0.5 1 2 Miles



- Photo Points_Dakubetede
- Major Highway**
- HWY_CLASS**
- Interstate Highway
- US Highway
- State Highway
- WCI Units 2013
- Road**
- OwnerDesg**
- Bureau of Land Management
- County route
- Forest Service
- Other state route
- Municipal route (urban, residential, etc.)
- Private road (no symbol)
- Not Known
- Section
- Ownership**
- PROPERTY STATUS**
- 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

WILDERNESS CHARACTERISTICS INVENTORY**APPENDIX C – ROUTE ANALYSIS¹**

(Factors to consider when determining whether a route is a road² for wilderness characteristics inventory purposes.)

Wilderness Characteristics Inventory Area Unique Identifier: DAKUBETED

Route or Route Segment³ Name and/or Identifier: 39-2-27

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

- I. **LOCATION:** Refer to attached map **DAKUBETED_Rt_analysis_20121221.pdf** and BLM corporate data (GIS). List photo point references (where applicable) or reference attached photo log: **Frame # 34-38; D19-23**

Describe: BLM Road 39-2-27 is a natural surface road that spurs off of a private road that begins on Little Applegate Road in section 22 outside of proposed DAKUBETED WCI unit. The road is blocked by a gate and private signs at the beginning of the road and has not been used lately, as there are small trees and shrubs growing in the road.

II. ROUTE CONTEXT

¹ 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.

² 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.

³ 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.

- A. Current Purpose⁴ (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: Private access to private lands and administrative access in past to BLM lands

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:

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: Obvious road bed.

2. Improvements: (Is there evidence of improvements using mechanical means to facilitate access?) Yes ☐ No ☒ If "yes": by Hand Tools ☐ by Machine ☐

Examples: Culverts ☐ Hardened Stream Crossings ☐ Bridges ☐ Drainage ☐ Barriers ☐ Other ☐

Describe: Road has small trees growing in the center of it

⁴ 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.

- 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 ☐ No ☒ If “yes”: by Hand Tools ☐ by Machine ☐

Explain: Road is overgrown, with small trees and brush growing in the middle of it.

2. If the route or route segment is in good⁵ 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: Road is not currently being used but has been in the past to access BLM lands for fuels treatments.

- 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).⁶

IV. CONCLUSION:

Does the route or route segment⁷ 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

Explanation⁸:

⁵ 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.

⁶ 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.

⁷ 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.

⁸ Describe and explain rationale for any discrepancies with citizen proposals.

The road has not been used in several years, as it is overgrown with grass, shrubs and small trees. The beginning of the road on private land is more open, but once it enters BLM, it is overgrown.

Evaluator(s)

Jeanne Klein

Date

5/23/13

Robyn Wicks

5/23/13

WILDERNESS CHARACTERISTICS INVENTORY**APPENDIX C – ROUTE ANALYSIS¹**

(Factors to consider when determining whether a route is a road² for wilderness characteristics inventory purposes.)

Wilderness Characteristics Inventory Area Unique Identifier: DAKUBETED

Route or Route Segment³ Name and/or Identifier: 39-2-15.1

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

- I. **LOCATION:** Refer to attached map **DAKUBETED_Rt_analysis_20121221.pdf** and BLM corporate data (GIS). List photo point references (where applicable) or reference attached photo log: **Frame # 13,14,15; Photo pt. 6**

Describe: BLM Road 39-1-18.2 is a natural surface road that spurs northwest from road 39-2-8 outside of proposed DAKUBETED WCI unit boundary in section 15. The road is no longer in use, because it has been decommissioned with tank traps.

II. ROUTE CONTEXT

¹ 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.

² 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.

³ 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.

- A. Current Purpose⁴ (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: Provides scenic non-motorized opportunities for recreation, hunting, and administrative purposes.

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 has been 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 has been decommissioned with tank traps. Obvious road cut, see photo frame 13.

2. Improvements: (Is there evidence of improvements using mechanical means to facilitate access?) Yes ☐ No ☒ If "yes": by Hand Tools ☐ by Machine ☐

Examples: Culverts ☐ Hardened Stream Crossings ☐ Bridges ☐ Drainage ☐ Barriers ☐ Other ☐

⁴ 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.

Describe: Road has been decommissioned with tank traps.

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 ☐ No ☒ If “yes”: by Hand Tools ☐ by Machine ☐

Explain: Road has been decommissioned

2. If the route or route segment is in good⁵ 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: Road has been 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).⁶

IV. CONCLUSION:

Does the route or route segment⁷ 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

Explanation⁸:

⁵ 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.

⁶ 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.

⁷ 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.

⁸ Describe and explain rationale for any discrepancies with citizen proposals.

The road is no longer in use, because it has been decommissioned with tank traps. No evidence of vehicle use.

Evaluator(s)

Levi Dean

Date

1/10/13

Amanda Noel

1/10/13

WILDERNESS CHARACTERISTICS INVENTORY**APPENDIX C – ROUTE ANALYSIS¹**

(Factors to consider when determining whether a route is a road² for wilderness characteristics inventory purposes.)

Wilderness Characteristics Inventory Area Unique Identifier: DAKUBETED

Route or Route Segment³ Name and/or Identifier: 39-2-11

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

- I. **LOCATION:** Refer to attached map **DAKUBETED_Rt_analysis_20121221.pdf** and BLM corporate data (GIS). List photo point references (where applicable) or reference attached photo log: **Frame # 21-28; Photo pt. 6**

Describe: BLM Road 39-2-11 is a natural surface road that spurs southwest from road 39-2-8 within the DAKUBETED WCI unit boundary in section 111. The road is no longer in use, because it has been decommissioned with tank traps.

II. ROUTE CONTEXT

¹ 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.

² 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.

³ 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.

- A. Current Purpose⁴ (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: Currently being used by motorcycles as a single track trail.

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 has been 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 has been decommissioned with tank traps. Obvious road cut, see photo frame 13.

2. Improvements: (Is there evidence of improvements using mechanical means to facilitate access?) Yes ☐ No ☒ If "yes": by Hand Tools ☐ by Machine ☐

Examples: Culverts ☐ Hardened Stream Crossings ☐ Bridges ☐ Drainage ☐ Barriers ☐ Other ☐

Describe: Road has been decommissioned with tank traps and has been rehabilitated.

⁴ 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.

- 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 ☐ No ☒ If “yes”: by Hand Tools ☐ by Machine ☐

Explain: Road has been decommissioned

2. If the route or route segment is in good⁵ 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: Road has been 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):⁶

IV. CONCLUSION:

Does the route or route segment⁷ 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

Explanation⁸:

⁵ 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.

⁶ 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.

⁷ 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.

⁸ Describe and explain rationale for any discrepancies with citizen proposals.

The road is no longer in use, because it has been decommissioned with tank traps. No evidence of vehicle use.

Evaluator(s)
Jeanne Klein

Date
4/23/13

WILDERNESS CHARACTERISTICS INVENTORY**APPENDIX C – ROUTE ANALYSIS¹**

(Factors to consider when determining whether a route is a road² for wilderness characteristics inventory purposes.)

Wilderness Characteristics Inventory Area Unique Identifier: DAKUBETED (OR11-40)

Route or Route Segment³ Name and/or Identifier: 39-1-19

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

- I. **LOCATION:** Refer to attached map **DAKUBETED_Rt_analysis_20121221.pdf** and BLM corporate data (GIS). List photo point references (where applicable) or reference attached photo log: **Frame # 2,3,4; Photo pt. 2**

Describe: BLM Road 39-1-19 is a decommissioned natural surface road that spurs off of Anderson Creek Road into the eastern portion of the DAKUBETED WCI unit. 39-1-19 extends .48 miles up an unnamed tributary to Rush Creek, located northeast of Goat Cabin Ridge. The road is no longer in use, because it has been decommissioned with tank traps and water bars. There is evidence of rehab efforts.

II. ROUTE CONTEXT

¹ 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.

² 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.

³ 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 cherry stem road with a primitive route continuing beyond a certain point), identify each segment and explain the rationale for the separate findings under pertinent criteria.

- A. Current Purpose⁴ (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: Provides scenic non-motorized opportunities for recreation, hunting, and administrative purposes.

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: Decommissioned and impassible

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: Decommissioned and impassible

2. Improvements: (Is there evidence of improvements using mechanical means to facilitate access?) Yes ☐ No ☒ If "yes": by Hand Tools ☐ by Machine ☐

Examples: Culverts ☐ Hardened Stream Crossings ☐ Bridges ☐ Drainage ☐ Barriers ☐ Other ☐

Describe: Decommissioned and impassible

⁴ 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.

- 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 ☐ No ☒ If “yes”: by Hand Tools ☐ by Machine ☐

Explain: Decommissioned and impassible

2. If the route or route segment is in good⁵ 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: Decommissioned and impassible

- 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):⁶

IV. CONCLUSION:

Does the route or route segment⁷ 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

Explanation⁸:

The road is no longer in use, because it has been decommissioned with tank traps and water bars. There is evidence of rehab efforts.

⁵ 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.

⁶ 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.

⁷ 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.

⁸ Describe and explain rationale for any discrepancies with citizen proposals.

Evaluator(s)

Levi Dean

Date

1/10/13

Amanda Noel

1/10/13

WILDERNESS CHARACTERISTICS INVENTORY

APPENDIX C – ROUTE ANALYSIS¹

(Factors to consider when determining whether a route is a road² for wilderness characteristics inventory purposes.)

Wilderness Characteristics Inventory Area Unique Identifier: DAKUBETED (OR11-40)

Route or Route Segment³ Name and/or Identifier: 39-1-18.2

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

- I. **LOCATION:** Refer to attached map **Dakubetede_Rt_analysis_20121221.pdf** and BLM corporate data (GIS). List photo point references (where applicable) or reference attached photo log: Frame # 6,7,9,10; Photo pt. 4

Describe: BLM Road 39-1-18.2 is a natural surface road that spurs south from Anderson Butte Road (38-2-24) into the eastern portion of the DAKUBETED WCI unit. 39-1-18.2 extends .46 miles along the uppermost portion of Goat Cabin Ridge.

II. ROUTE CONTEXT

- A. Current Purpose⁴ (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: Provides scenic opportunities for recreation, hunting, and administrative purposes.

¹ 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.

² 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.

³ 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.

⁴ 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.

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:** User created spur.

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:** User created spur.2. Improvements: (Is there evidence of improvements using mechanical means to facilitate access?) Yes ☐ No ☒ If “yes”: by Hand Tools ☐ by Machine ☐Examples: Culverts ☐ Hardened Stream Crossings ☐ Bridges ☐ Drainage ☐ Barriers ☐ Other ☐**Describe:** User created spur.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 ☐ No ☒ If “yes”: by Hand Tools ☐ by Machine ☐

Explain: User created spur.

2. If the route or route segment is in good⁵ 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: User created spur.

- 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):⁶

Road dead ends at a view point. Vehicle tracks were observed.

IV. CONCLUSION:

Does the route or route segment⁷ 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

Explanation⁸:

Evaluator(s)

Levi Dean

Date

1/10/13

Amanda Noel

1/10/13

⁵ 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.

⁶ 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.

⁷ 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.

⁸ Describe and explain rationale for any discrepancies with citizen proposals.

WILDERNESS CHARACTERISTICS INVENTORY

APPENDIX D – PHOTO LOG

Photographer(s): Levi Dean/Kristi Mastrofina/Jeanne Klein

Inventory Area Unique Identifier: Dakubetede (OR11-40)

(*) Photo Point #s correspond to GPS locations shown in shapefile named Dakubetede_Photo_Pts.shp located in Dakubetede project folder. Attribute item in shapefile is "ident".

Date	Frame #	Camera Direction	Description	GPS/UTM Location	Township	Range	Sec.	Photo Point # (*)
1/2/13	1	NE	Sec 15 of meadow perceived to be timber sale	42°9'45"N 122°55'55"W	T39S	R1W	22	D1
1/2/13	2,3,4	NW	Decommissioned road 39-1-19	42°9'60"N 122°51'49"W	T39S	R1E	19	D2
1/2/13	5	S	Sec 18,19,24 (left to right)	42°10'17"N 122°51'25"W	T39S	R1E	18	D3
1/2/13	6,7,10	S	39-1-18.2	42°10'40"N 122°52'32"W	T39S	R1E	18	D4
1/2/13	8,9	SW	Taken from junction of 39-1-18.2 Frame 8 is looking into Sec 13	42°10'40"N 122°52'32"W	T39S	R1E	18	D4
1/2/13	11	NE	Taken from S border into Sec 15, 14	42°9'17"N 122°55'43.5"W	T39S	R1W	27	D5
1/2/13	12	SE	Taken from 39-2-15.1 Looking into sec 15 and 22	42°10'41"N 122°55'48"W	T39S	R1W	15	D6
1/2/13	13,14,15	NW	39-2-15.1	42°10'41"N 122°55'48"W	T39S	R1W	15	D6
4/23/13	16,17	W	Along 39-1-17 Rd	42°10'33.37"N 122°51'51"W	T39S	R1W	17	D7
4/23/13	18	SW	Along 39-1-17 Rd	42°10'25.48"N 122°50'59.02"W	T39S	R1W	17	D8
4/23/13	19	W	Along Little Applegate Road	42°09'16.89"N 122°52'55.29"W	T39S	R2W	23	D9
4/23/13	20	NW	Along 39-2-8 rd	42°10'53.27"N 122°54'53.73"W	T39S	R2W	15	D10
4/23/13	21-28	SW	Along 39-2-11 rd	42°11'53.64"N 122°54'15.75"W	T39S	R2W	11	D11
4/23/13	29	NW	Along 39-2-8 rd-looking at grassy ridge	42°11'59.88"N 122°54'26.19"W	T39S	R2W	11	D12
4/23/13	30,31	SW	Ridgeline Along 39-2-8 rd	42°12'14.69"N 122°54'37.21"W	T39S	R2W	2	D13
4/23/13	32	SW	Quarry	42°12'29.20"N 122°54'23.41"W	T39S	R2W	2	D14
05/20/13	33		Photo of plantation on boundary (but outside) of original proposal	122°57'45.581"W 42°10'42.496"N	T39S	R2W	17	D15
05/20/13	34		Sterling Wolf timber sale units (inside original boundary)	122°57'55.263"W 42°10'47.034"N	T39S	R2W	17	D16

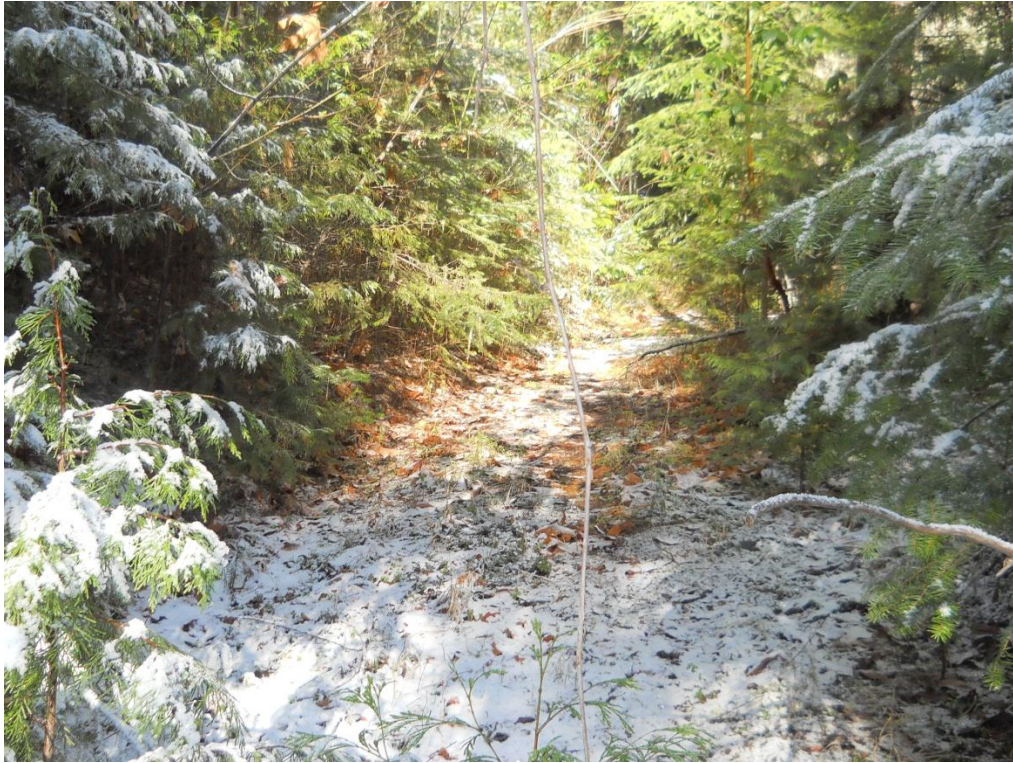
05/20/13	35		Sterling Wolf timber sale units (inside original boundary)	122°57'58.931"W 42°10'30.228"N	T39S	R2W	17	D17
05/20/13	36		Fuels treatments (inside original boundary)	122°58'10.341"W 42°10'20.573"N	T39S	R2W	17	D18
	37							
5/23/13	39	NE	Road 39-2-27	42° 09'26.8"N 122° 56'07.9"W	T39S	R2W	21	D19
5/23/13	40	SW	Road 39-2-27	42° 09'18.7"N 122° 56'07.9"W	T39S	R2W	21	D20
5/23/13	41	E	Road 39-2-27	42° 09'36.3"N 122° 56'05.8"W	T39S	R2W	21	D21
5/23/13	42	N	Road 39-2-27 at start of BLM land	42° 09'33.6"N 122° 56'03.5"W	T39S	R2W	21	D22
5/23/13	43	N	Beginning of road on private land, turns into BLM Road 39-2-27	42° 09'20"N 122° 56'58.4"W	T39S	R2W	21	D23



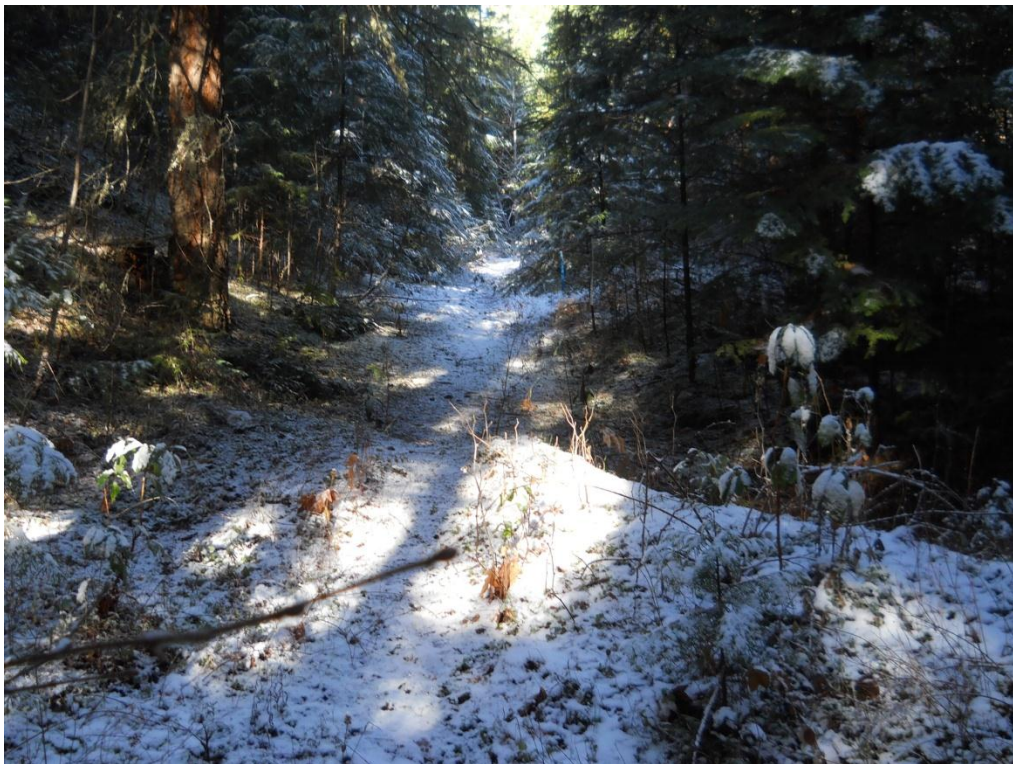
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Picture 002



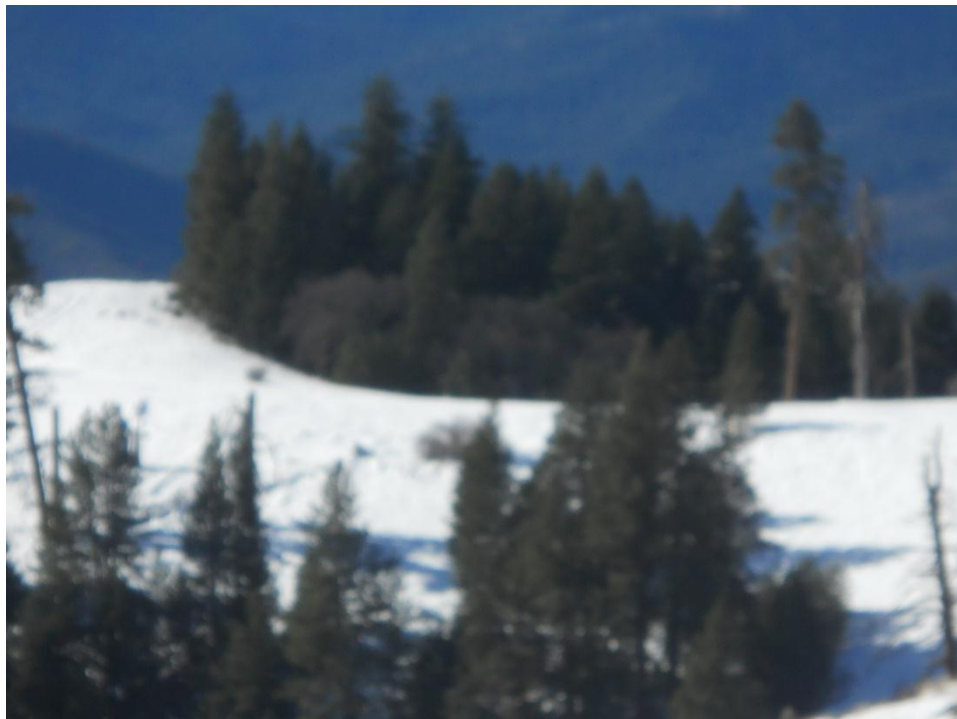
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Picture 004



Picture 005



Picture 006



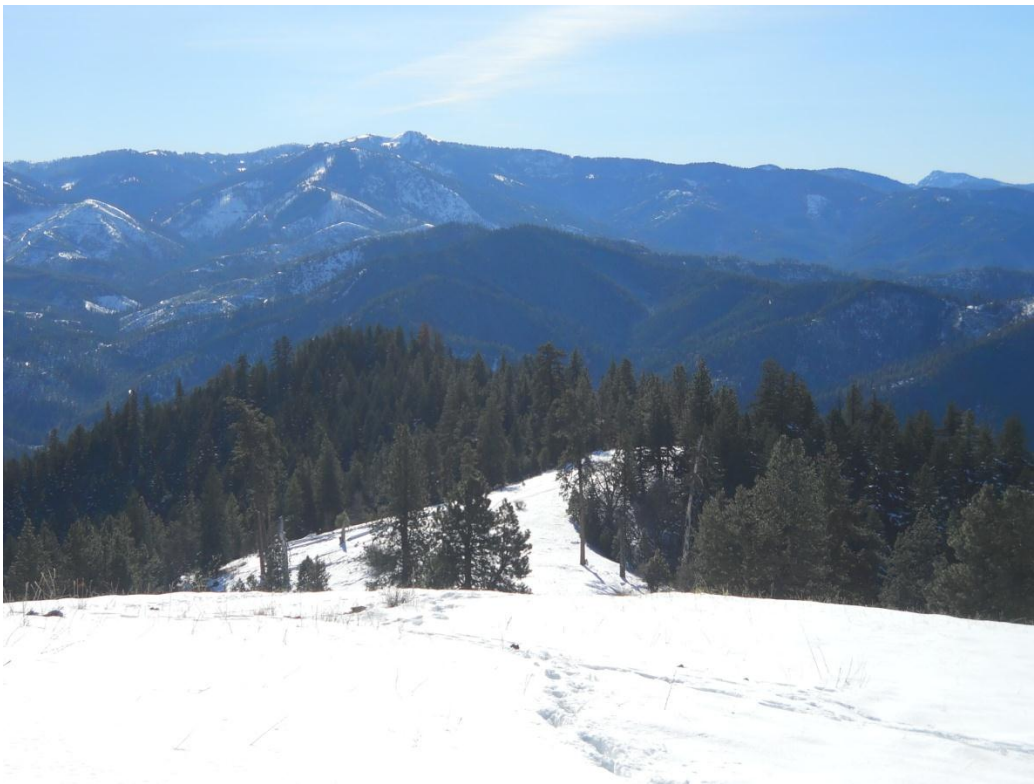
Picture 007



Picture 008



Picture 009



Picture 010



Picture 011



Picture 012



Picture 013



Picture 014



Picture 015



Picture 016



Picture 017



Picture 018



Picture 019



Picture 020



Picture 021



Picture 022



Picture 023



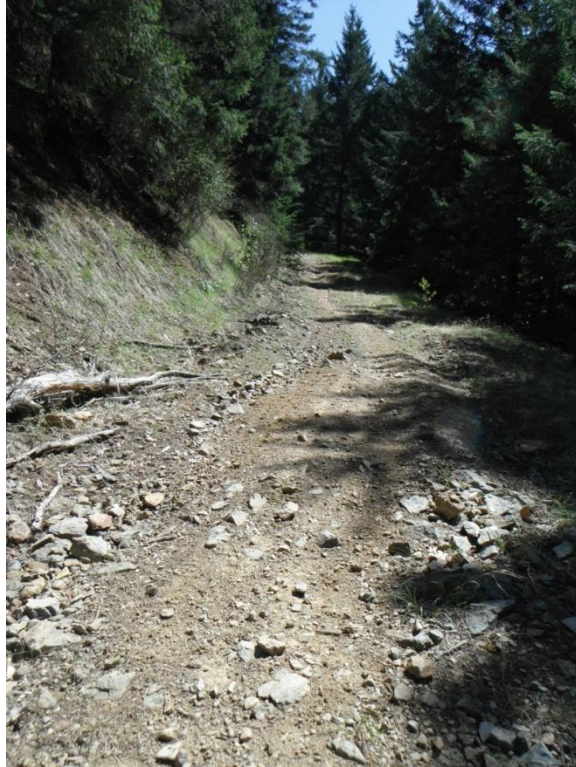
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Picture 025



Picture 026



Picture 027



Picture 028



Picture 029



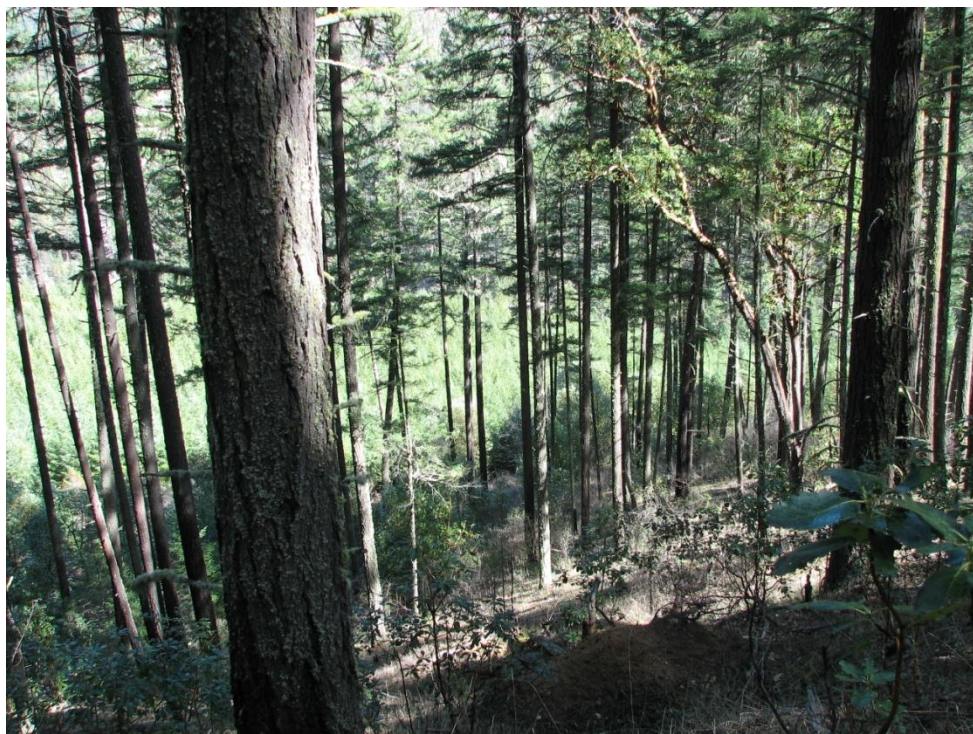
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Picture 031



Picture 032



Picture 033



Picture 034



Picture 035



Picture 036



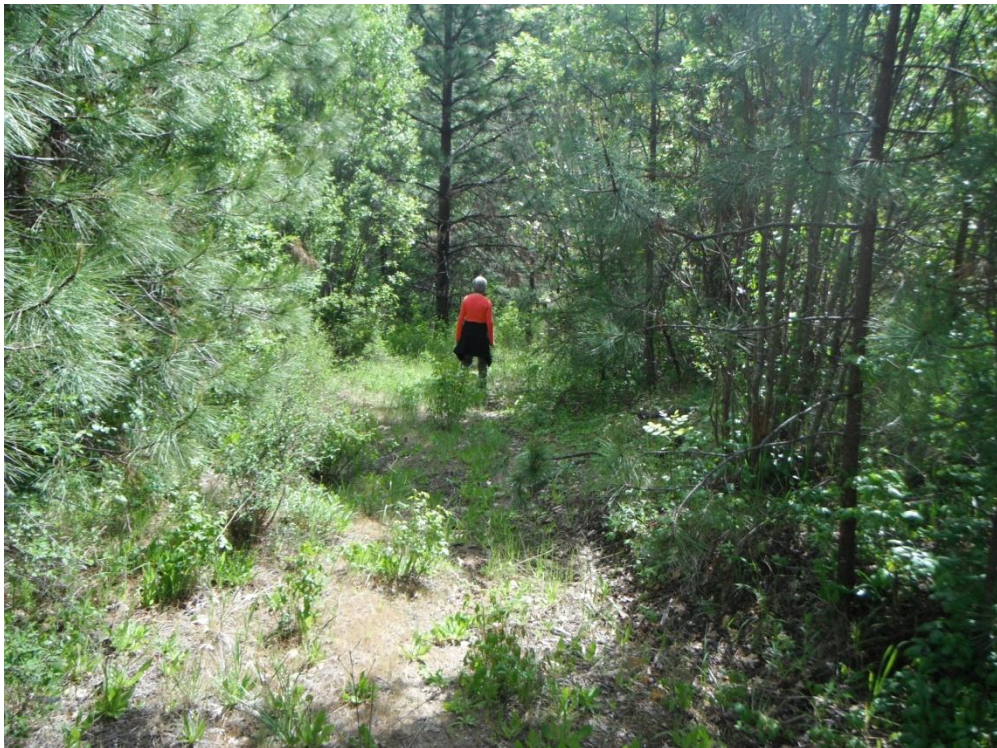
Picture 037



Picture 038



Picture 039



Picture 040



Picture 041