

Summary of Analysis*

Area Unique Identifier: UT-C010-103-Steamboat Mountain

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)

Jack Sathe, Forester

Date: 11/20/2010 & 3/16/2011

John Curl, Wildlife Technician

Date: 3/16/2011

Jennifer Evans, CCFO Recreation Technician

Date: 11/20/2010

Elizabeth Burghard-Field Manger

Date: 11/20 2010

Dave Jacobson, Outdoor Recreation Planner Date: 12-5-2013/6-17-2014-Reviewed& Updated

Reviewed by (District or Field Manager):

Name: Elizabeth Burghard Title: Field Manager

Date: 6/30/14

* 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.

Summary of Analysis*

Area Unique Identifier: UT-C010-103A, B, C, D, E, F, G&H-Steamboat Mountain

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

- UT-C010-103A-Steamboat Mountain 2,390 acres
- UT-C010-103B-Steamboat Mountain 1,821 acres
- UT-C010-103C-Steamboat Mountain 1,970 acres
- UT-C010-103D-Steamboat Mountain 2,675 acres
- UT-C010-103E-Steamboat Mountain 148 acres
- UT-C010-103F-Steamboat Mountain 115 acres
- UT-C010-103G-Steamboat Mountain 60 acres
- UT-C010-103H-Steamboat Mountain 98 acres

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.

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Dave Jacobson, Outdoor Recreation Planner Date: 12-5-2013/6-17-2014-Reviewed & Updated

Reviewed by (District or Field Manager):

Name: Elizabeth Burghard-Field Manger

Date: 6/30/14

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Current Conditions: Presence or Absence of Wilderness Characteristics (Form 2)

Area Unique Identifier: UT-C010-103-Steamboat Mountain

Acreage: 32,767

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

(1) Is the area of sufficient size? Yes No

Description (describe the boundaries of the area--wilderness inventory roads, property lines, etc

The initial inventory boundary was delineated through a GIS exercise based on roads, land ownership and Rights of Way. The road data were digitized by AGRC using ARC/Info from USGS 7.5 Minute quadrangle maps. Roads with codes (1-4, 1 Primary Route, 2 Secondary Route, 3 Primary Road and 4 Secondary Road) were used initially as wilderness inventory roads and field verified during the inventory process to determine if they met the FLPMA definition of a road. The northern boundary is the Bob Leroy Pass road and the Lone Pine Spring road. The eastern boundary is based on Pine Valley road. The southern boundary road is based on RT057614, 1st Right Hand Spur Typhiod road, SITLA land, and private land, the Bible Springs 1st N Spur, Bible Spring road, Liza road and the Wilson Canyon Cutoff. The western boundary is based on the Spanish George East Boundary road which also follows a fence line.

(2) Does the area appear to be natural? Yes No N/A

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

The Unit is comprised of BLM land with a SITLA and private parcels. The unit is approximately 31 miles north of Enterprise, Utah. Topography in the area consists of one prominent mountain range (Indian Peak) that is located central part of the unit. With Steamboat mountain being the dominate peak with an elevation of 9,659 feet. Other prominent features in the inventory unit include Wilson Canyon, White cliff, portion of Sawmill canyon and Bull Valley. Majority of the area is dominated by pinyon-juniper trees. The wash bottoms usually are dominated by Wyoming big sagebrush and grass forage species. Densely wooded areas are showing symptoms of decreased forest health in the form of Ips beetle and other pathogens killing mostly pinyon trees. Past forest inventory indicate areas of ponderosa pine communities occurring within the Unit. They are mostly located along the drainage areas and within the vicinity of Bull Springs. The north slope of Steamboat Mountain has a small component Fir and Aspen. The human impacts include many range improvement projects with the objective of removing dense trees and shrubs to reduce fire danger and improve livestock and wildlife habitat have been completed throughout the unit. These treatments may appear natural to the casual observer depending on the age of the treatment. The unit also has range improvements and vehicle routes. These human impacts are not significant and would not eliminate this unit for meeting the naturalness criteria.

(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):

Portions of the Steamboat Mountain unit provide outstanding opportunities for solitude. The interior of the unit is dominated by rugged relief and pinyon-juniper woodlands that provide adequate topographic and vegetative screening from others that may be in the area. There are some routes that enter into the unit that may cause visitors to come in contact with others, but this would mainly occur during the hunting season. Areas that provide outstanding opportunities for solitude would be Sawmill Canyon, Ponderosa Park, and Wilson Canyon. Youth associated with the wilderness therapy group, Red Cliffs Ascent, are commonly seen in the unit.

(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

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

The upper elevations of the unit in the Steamboat Mountain offer outstanding opportunities for primitive and unconfined types of recreation. This area is not easily accessible other than by foot, horse, or OHV and lends itself to hiking. Rugged topography and exposed rock formations provide motivation for primitive and unconfined recreation. The area appears to be utilized primarily for hunting, OHV and ATV use and ranching.

(5) Does the area have supplemental values (ecological, geological, or other features of scientific, educational, scenic or historical value)? Yes No N/A

Description: The unit has ecological and geologic values with the Ponderosa and aspen stands along with the geothermal resource that spews steam and contributed to the naming of the mountain.

Current Conditions: Presence or Absence of Wilderness Characteristics (Form 2)

Area Unique Identifier: UT-C010-103A, B, C, E, F, G&H-Steamboat Mountain

Acreage:

- UT-C010-103A-Steamboat Mountain 2,390 acres
- UT-C010-103B-Steamboat Mountain 1,821 acres
- UT-C010-103C-Steamboat Mountain 1,970 acres
- UT-C010-103E-Steamboat Mountain 148 acres
- UT-C010-103F-Steamboat Mountain 115 acres
- UT-C010-103G-Steamboat Mountain 60 acres
- UT-C010-103H-Steamboat Mountain 98 acres

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

(1) Is the area of sufficient size? Yes No

Description (describe the boundaries of the area--wilderness inventory roads, property lines, etc

The initial inventory boundary was delineated through a GIS exercise based on roads, land ownership and Rights of Way. The road data were digitized by AGRC using ARC/Info from USGS 7.5 Minute quadrangle maps. Roads with codes (1-4, 1 Primary Route, 2 Secondary Route, 3 Primary Road and 4 Secondary Road) were used initially as wilderness inventory roads and field verified during the inventory process to determine if they met the FLPMA definition of a road. All these sub units were split off the main unit by a Wilderness Inventory Road.

UT-C010-103A-Steamboat Mountain: The northern boundary is based on RT-056991 and state land. The eastern and southern boundary is a wilderness inventory road RT-057034. The western boundary is RT-056086.

UT-C010-103B-Steamboat Mountain -The northern boundary is state land. The eastern boundary is road L105009. The southern boundary is road L104885 and the western boundary is RT-100148. This sub unit was created by the cherry stems that lead to state and private land.

UT-C010-103C-Steamboat Mountain-The Northern boundary is the Arrow Head pass road. The eastern boundary is the North Spur of Skougard road-L105005. The southern boundary is the Bob Leroy Pass road L105002 and the western boundary is RT-059266.

UT-C010-103E-Steamboat Mountain-the northern and western boundary is the Typhoid Spring road L105009. The east and south boundaries are based on state and private land.

UT-C010-103F-Steamboat Mountain-The Northern boundary is the Spanish George East Boundary RT-055652. The eastern and western boundary is private land. The southern boundary is the Liza road.

UT-C010-103G-Steamboat Mountain-The northern boundary is the Bible Springs road. The east South and west are created by RT-055360 and the trail draw road.

UT-C010-103H-Steamboat Mountain-The north and eastern boundary is created by a fence line that was identified as impacting naturalness. The southern boundary is the road right of way for UTU-074916. The western boundary is private land.

(2) Does the area appear to be natural? Yes No N/A

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

None of these units meet the size criteria.

(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):

(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

(5) Does the area have supplemental values (ecological, geological, or other features of scientific, educational, scenic or historical value)? Yes No N/A

Description:

Current Conditions: Presence or Absence of Wilderness Characteristics (Form 2)

Area Unique Identifier: UT-C010-103D-Steamboat Mountain

Acreage: 2,567

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

(1) Is the area of sufficient size? Yes No

Description (describe the boundaries of the area--wilderness inventory roads, property lines, etc)

The initial inventory boundary was delineated through a GIS exercise based on roads, land ownership and Rights of Way. The road data were digitized by AGRC using ARC/Info from USGS 7.5 Minute quadrangle maps. Roads with codes (1-4, 1 Primary Route, 2 Secondary Route, 3 Primary Road and 4 Secondary Road) were used initially as wilderness inventory roads and field verified during the inventory process to determine if they met the FLPMA definition of a road. The boundaries delineated for this sub-unit were based the best locations to eliminate un-naturalness from the unit not just wilderness inventory roads. The northern boundary was based on the 1st Right Hand and Spur Typhoid road RT-100882 and RT-057614 which also follows a fence line. The eastern boundary is the state and private sections along with the road ROW for UTU-074916. The southern boundary is the Bible Spring Loop road L105007. The western boundary is the Typhoid Spring road L105009.

(2) Does the area appear to be natural? Yes No N/A

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

This portion of the unit is considered unnatural due to a few range improvements, vehicle routes and mining activity. This section was sub divided based on its un-naturalness and the northern boundary was selected to eliminate as much of the unnaturalness as possible. The northern boundaries were not identified as wilderness inventory roads but were identified as the best northern boundary to exclude unnaturalness from the main unit.

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

Yes No N/A

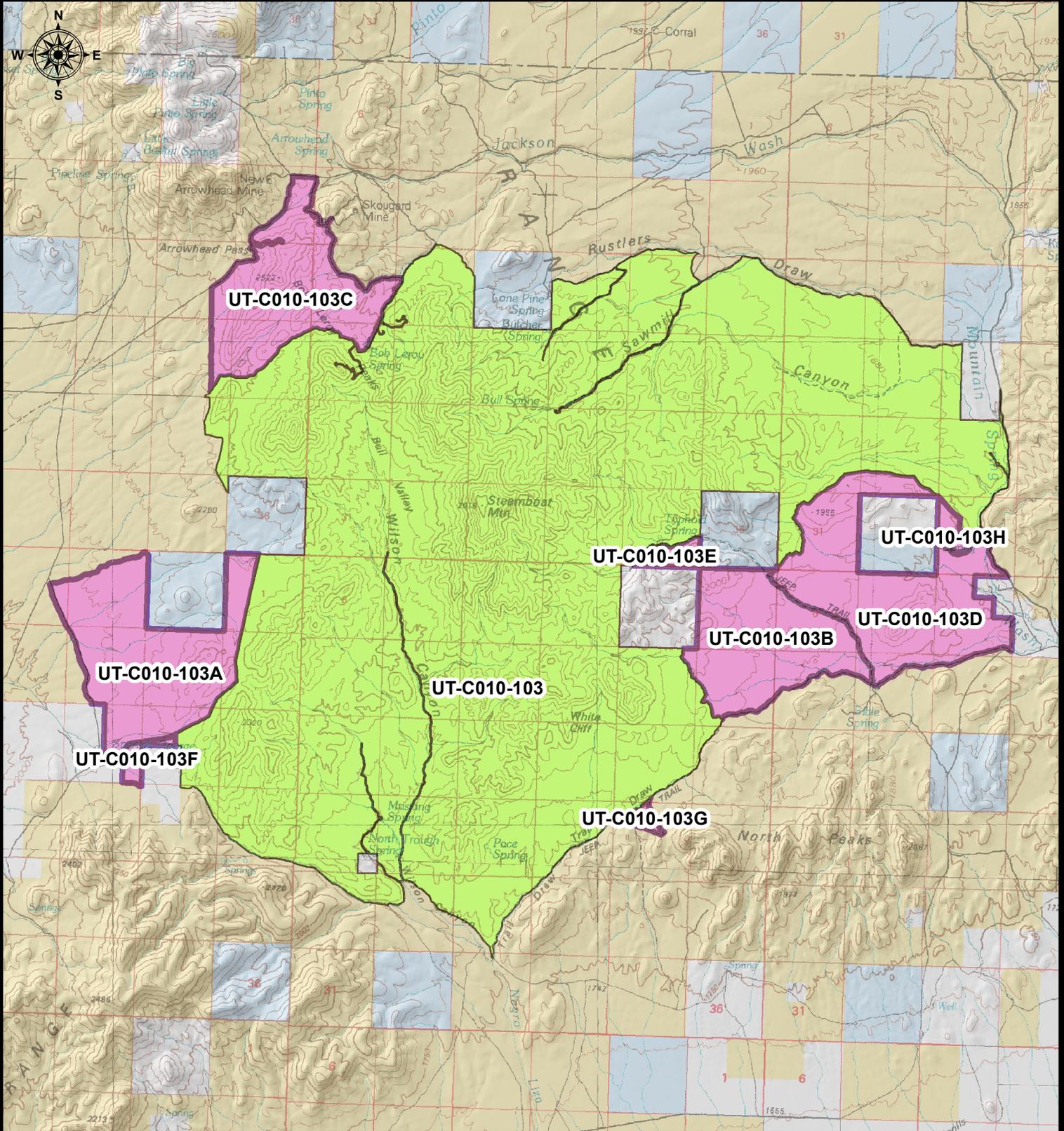
Description (describe the area's outstanding opportunities for solitude):

(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

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

(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 Wilderness Characteristics
- Lands With Wilderness Characteristics

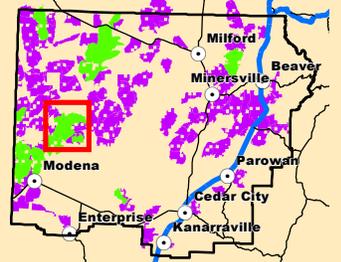
Land Status

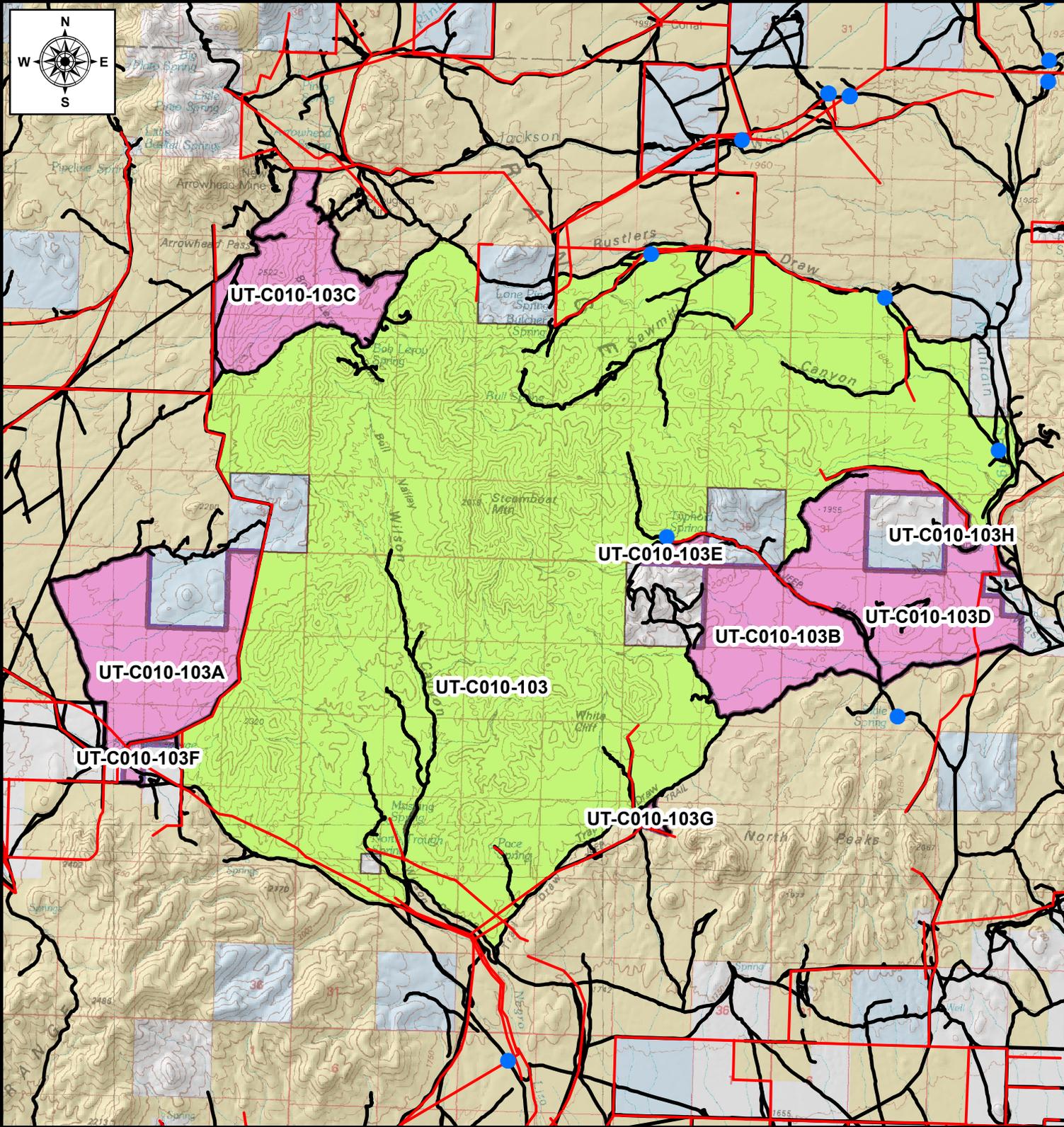
	Bureau of Land Management
	Indian Reservation
	National Park Service
	Private
	State
	State, County, City, Wildlife & Rec
	US Forest Service
	USFS Wilderness Area

This product may not meet BLM standards for accuracy and content. Different data sources and input scales may cause some misalignment of data layers.

Projection: UTM, Zone 12 North
 Datum: North American Datum of 1983 (NAD83)
 Cedar City Field Office, GIS
 November 27, 2012

Map Scale 1:109,181





- No Wilderness Characteristics
- Lands With Wilderness Characteristics
- Range Improvement
- Range Improvement
- Roads & Routes

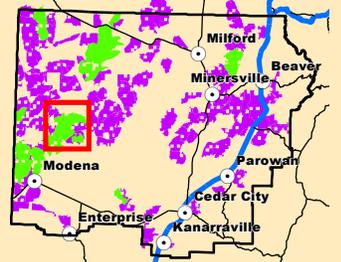
Land Status

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	Indian Reservation
	National Park Service
	Private
	State
	State, County, City, Wildlife & Rec
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Projection: UTM, Zone 12 North
Datum: North American Datum of 1983 (NAD83)
Cedar City Field Office, GIS
November 27, 2012

Map Scale 1:109,181



LWC Photo Log

Photographer(s): Jack Sathe, John Curl, Elizabeth Burghard& Jen Evans

Inventory Area Name & No. UT-C010-103-Steamboat Mountain

Date	Frame #	Camera Direction	Description	Easting	Northing
11/19/2010	SB-111910-01	Northwest	Steamboat	267797	4213743
11/19/2010	SB-111910-02	Northeast	Typhoid Spring East Spur & Typhoid Spring Road	265373	4213993
11/19/2010	SB-111910-03	East	Typhoid Spring East Spur	265373	4213993
11/19/2010	SB-111910-04	Northeast	Typhoid 1999 Fire	263372	4215482
11/19/2010	SB-111910-05	West	Jct of Typhoid Spring & 2nd Right Hand Typhoid Spring	261350	4216026
11/19/2010	SB-111910-06	South	Typhoid Spring Development	261271	4216103
11/19/2010	SB-111910-07	Northwest	Steamboat- lack of understory Veg	265208	4213324
11/19/2010	SB-111910-08	Northeast	Steamboat- lack of understory Veg	265208	4213324
11/19/2010	SB-111910-09	North	Steamboat	264715	4213314
11/19/2010	SB-111910-10	West	Bible Springs 1st North Spur	262385	4212402
11/19/2010	SB-111910-11	Northwest	Bible Springs 1st North Spur-Turn out	262385	4212402
11/19/2010	SB-111910-12	West	Possible Arc Site	261470	4213713
11/19/2010	SB-111910-13	South	Possible Arc Site	261470	4213713
11/19/2010	SB-111910-14	North	Steamboat	261539	4211073
11/19/2010	SB-111910-15	Northwest	Bible Springs Road	261539	4211073
1/21/2011	SB-012111-16	West	Steamboat Area	268177	4215557
1/21/2011	SB-012111-17	Southwest	Steamboat Area	268177	4215557
1/21/2011	SB-012111-18	Southwest	Steamboat Area	268177	4215557
1/21/2011	SB-012111-19	Southwest	Trough- 1034	268077	4217881
1/21/2011	SB-012111-20	Southeast	Steamboat Area	266452	4220137
1/21/2011	SB-012111-21	South	Steamboat Area	266452	4220137
1/21/2011	SB-012111-22	West	Steamboat Area	266452	4220137
1/21/2011	SB-012111-23	Northwest	Steamboat Area	266452	4220137
1/21/2011	SB-012111-24	Southeast	Trough- 1322	265736	4221011
1/21/2011	SB-012111-25	South	Catch Basin for Pipeline	265736	4221011
1/21/2011	SB-012111-26	South	Lone Pine-1971 Chaining	262919	4221954
1/21/2011	SB-012111-27	West	RT #057633	262919	4221954
4/18/2011	IMG_0668	North	RT 100148	261678	4213645
4/18/2011	IMG_0669	South	RT 100148	261678	4213645
4/18/2011	IMG_0670	West	RT 100148- turnout	261678	4213645
4/18/2011	IMG_0671	North	RT 100148	262033	4213138
4/18/2011	IMG_0672	East	Ref. Photo	262033	4213138
4/18/2011	IMG_0673	South	RT 100148	262033	4213138
4/18/2011	IMG_0674	West	Ref. Photo	262034	4213137
4/18/2011	IMG_0675	North	Ref. Photo	261683	4212781
4/18/2011	IMG_0676	East	RT 100875	261683	4212781
4/18/2011	IMG_0677	South	Ref. Photo	261684	4212780
4/18/2011	IMG_0678	West	Ref. Photo	261684	4212780
4/18/2011	IMG_0679	North	Ref. Photo	261557	4213148
4/18/2011	IMG_0680	Southeast	Un-mapped Route	261555	4213149
4/18/2011	IMG_0681	South	Ref. Photo	261555	4213149
4/18/2011	IMG_0682	West	Ref. Photo	261555	4213149
4/18/2011	IMG_0683	North	RT 100866	258132	4208617
4/18/2011	IMG_0684	East	Fence Line	258132	4208617
4/18/2011	IMG_0685	South	RT 100866	258132	4208617
4/18/2011	IMG_0686	West	Fence Line	258132	4208616
4/18/2011	IMG_0687	North	RT 100866	257990	4209413
4/18/2011	IMG_0688	East	Ref. Photo	257990	4209413
4/18/2011	IMG_0689	South	RT 100866	257990	4209413
4/18/2011	IMG_0690	West	Ref. Photo	257990	4209413
4/18/2011	IMG_0691	North	Spring	257685	4209761
4/18/2011	IMG_0692	South	Stock pone	257685	4209762
4/18/2011	IMG_0693	West	Trough	257685	4209761
4/18/2011	IMG_0694	North	RT 054448	257720	4207634
4/18/2011	IMG_0695	East	Ref. Photo	257720	4207634
4/18/2011	IMG_0696	South	RT 054448	257720	4207634
4/18/2011	IMG_0697	West	Ref. Photo	257720	4207634
4/18/2011	IMG_0698	North	Elk Spring Chaining	257175	4208222
4/18/2011	IMG_0699	East	Elk Spring Chaining	257175	4208222
4/18/2011	IMG_0700	Southeast	RT 054450	257175	4208222
4/18/2011	IMG_0701	North	Elk Spring Chaining	257175	4208219

4/18/2011	IMG_0702	East	Elk Spring Chaining	257175	4208219
4/18/2011	IMG_0703	Northwest	RT 054450	257175	4208219
4/18/2011	IMG_0704	Northeast	Elk Spring Chaining	256607	4211926
4/18/2011	IMG_0705	East	Elk Spring Chaining	256607	4211926
4/18/2011	IMG_0706	Southeast	Elk Spring Chaining	256607	4211926
4/18/2011	IMG_0707	Southeast	Ref. Photo	256607	4211926
4/18/2011	IMG_0708	Northeast	Cutting-Recent	256498	4212005
4/18/2011	IMG_0709	North	RT 054450	256410	4212528
4/18/2011	IMG_0710	East	Ref. Photo	256411	4212530
4/18/2011	IMG_0711	South	RT 054450	256410	4212529
4/18/2011	IMG_0712	West	Ref. Photo	256410	4212529
4/18/2011	IMG_0713	North	RT 054450	256284	4213139
4/18/2011	IMG_0714	Southeast	RT 054450	256284	4213139
4/18/2011	IMG_0715	West	Ref. Photo	256284	4213139
5/3/2011	IMG_0716	North	RT 054450	255991	4213746
5/3/2011	IMG_0717	East	Ref. Photo	255991	4213746
5/3/2011	IMG_0718	South	RT 054450	255991	4213746
5/3/2011	IMG_0719	West	Ref. Photo	255991	4213746
5/3/2011	IMG_0720	North	Elk Spring Fire	255765	4213911
5/3/2011	IMG_0721	East	Elk Spring Fire	255765	4213910
5/3/2011	IMG_0722	South	Elk Spring Fire	255765	4213910
5/3/2011	IMG_0723	West	Elk Spring Fire	255765	4213909
5/3/2011	IMG_0724	North	RT 054450	255854	4214636
5/3/2011	IMG_0725	East	Ref. Photo	255854	4214636
5/3/2011	IMG_0726	South	RT 054450	255854	4214636
5/3/2011	IMG_0727	West	Ref. Photo	255854	4214636
5/3/2011	IMG_0728	North	RT 054450	255680	4215197
5/3/2011	IMG_0729	South	RT 054450	255680	4215197
5/3/2011	IMG_0730	West	Ref. Photo	255680	4215197
5/3/2011	IMG_0731	North	RT 101031	255851	4212278
5/3/2011	IMG_0732	East	Ref. Photo	255851	4212278
5/3/2011	IMG_0733	South	RT 101031	255851	4212278
5/3/2011	IMG_0734	West	Ref. Photo	255851	4212278
5/3/2011	IMG_0735	North	Ref. Photo	255422	4208579
5/3/2011	IMG_0736	East	Negro Liza	255422	4208579
5/3/2011	IMG_0737	West	Negro Liza	255422	4208579
5/3/2011	IMG_0738	North	Ref. Photo	254412	4209072
5/3/2011	IMG_0739	East	Negro Liza	254412	4209072
5/3/2011	IMG_0740	West	Negro Liza	254412	4209072
5/3/2011	IMG_0741	North	Ref. Photo	253726	4209408
5/3/2011	IMG_0742	East	Negro Liza	253726	4209408
5/3/2011	IMG_0743	West	Negro Liza	253726	4209408
5/3/2011	IMG_0744	North	Ref. Photo	252865	4209602
5/3/2011	IMG_0745	East	Negro Liza	252865	4209602
5/3/2011	IMG_0746	West	Negro Liza	252865	4209602
10/19/2011	103_1997	North	Ref. Photo	250410	4211058
10/19/2011	103_1998	Northeast	spanish george	250410	4211058
10/19/2011	103_1999	Southeast	liza negro	250409	4211059
10/19/2011	103_2000	West	liza negro	250410	4211058
10/19/2011	103_2001	Northwest	Ref. Photo	250410	4211058
10/19/2011	103_2002	Northwest	Trough	250455	4211198
10/19/2011	103_2003	Northeast	spanish george	251237	4212071
10/19/2011	103_2004	Northeast	spanish george	252493	4213141
10/19/2011	103_2005	Southwest	spanish george	252493	4213141
10/19/2011	103_2006	North	spanish george	252749	4214786
10/19/2011	103_2007	East	Ref. Photo	252751	4214786
10/19/2011	103_2008	South	spanish george	252751	4214786
10/19/2011	103_2009	South	Ref. Photo	253181	4216753
10/19/2011	103_2010	Northwest	spanish george	252257	4217156
10/19/2011	103_2011	Southeast	spanish george	252258	4217156
10/19/2011	103_2012	North	spanish george	251820	4218494
10/19/2011	103_2013	East	Ref. Photo	251819	4218495
10/19/2011	103_2014	South	spanish george	251819	4218495
10/19/2011	103_2015	West	Ref. Photo	251819	4218495
10/19/2011	103_2016	Northeast	bob lerory pass	252249	4219474
10/19/2011	103_2017	Southwest	spanish george	252250	4219475
10/19/2011	103_2018	Northwest	bob lerory pass	252250	4219475
10/19/2011	103_2019	East	bob lerory	253179	4219781
10/19/2011	103_2020	West	bob lerory	253180	4219781
10/19/2011	103_2021	North	bob lerory	252167	4220755
10/19/2011	103_2022	East	Ref. Photo	252167	4220755
10/19/2011	103_2023	West	bob lerory	252168	4220755
10/19/2011	103_2024	East	arrowhead pass	252574	4221839
10/19/2011	103_2025	South	bob lerory	252574	4221840
10/19/2011	103_2026	West	arrowhead pass	252574	4221839
10/19/2011	103_2027	South	bob lerory	255800	4221247

10/19/2011	103_2028	North	bob lerory	254966	4220105
10/19/2011	103_2029	East	Ref. Photo	254966	4220105
10/19/2011	103_2030	South	bob lerory	254965	4220105
10/19/2011	103_2031	North	bob lerory pass south	255109	4219578
10/19/2011	103_2032	East	Ref. Photo	255109	4219578
10/19/2011	103_2033	South	Ref. Photo	255109	4219578
10/19/2011	103_2034	West	bob lerory pass south	255110	4219577
10/19/2011	103_2035	North	Fire	260075	4221140
10/19/2011	103_2036	East	lone pine pipelines spur	260075	4221140
10/19/2011	103_2037	South	Ref. Photo	260075	4221140
10/19/2011	103_2038	West	lone pine pipelines spur	260075	4221140
10/19/2011	103_2039	Northeast	lone pine pipelines spur	259231	4220525
10/19/2011	103_2040	Southwest	lone pine pipelines spur	259231	4220525
10/19/2011	103_2041	Northwest	Trough	258928	4220182
10/19/2011	103_2042	West	Spring	258928	4220182
10/19/2011	103_2043	West	Ref. Photo	259036	4220408
10/19/2011	103_2044	Southwest	bull springs	259695	4219086
10/19/2011	103_2045	East	Ref. Photo	259152	4218755
10/19/2011	103_2046	East	bull springs	258301	4219033
10/19/2011	103_2047	South	Ref. Photo	258301	4219033
10/19/2011	103_2048	West	bull springs	258300	4219029
10/19/2011	103_2049	North	Ref. Photo	260993	4220060
10/19/2011	103_2050	East	bull springs	260993	4220060
10/19/2011	103_2051	South	Ref. Photo	260993	4220060
10/19/2011	103_2052	West	bull springs	260994	4220060
10/19/2011	103_2053	North	Ref. Photo	261690	4220686
10/19/2011	103_2054	East	sawmill canyon	261690	4220687
10/19/2011	103_2055	South	Ref. Photo	261690	4220686
10/19/2011	103_2056	West	sawmill canyon	261690	4220686
10/19/2011	103_2057	North	Ref. Photo	262654	4220372
10/19/2011	103_2058	East	sawmill canyon-end	262654	4220372
10/19/2011	103_2059	West	sawmill canyon	262654	4220372



IMG_0668 Route #100148



IMG_0669 Route #100148



IMG_0670 Route #100148- turnout



IMG_0671 Route #100148



IMG_0672 General Observation



IMG_0673 Route #100148



IMG_0674 General Observation



IMG_0675 General Observation



IMG_0676 Route #100875



IMG_0677 General Observation



IMG_0678 General Observation



IMG_0679 General Observation



IMG_0680 Un-mapped Route



IMG_0681 General Observation



IMG_0682 General Observation



IMG_0683 General Observation



IMG_0684 Fence line



IMG_0685 Route #100866



IMG_0686 Fence line



IMG_0687 Route #100866



IMG_0688 General Observation



IMG_0689 Route #100866



IMG_0690 General Observation



IMG_0691 Spring



IMG_0692 Stock Pond



IMG_0693 Trough & Structure



IMG_0694 Route #054448



IMG_0695 General Observation



IMG_0696 Route #054448



IMG_0697 General Observation



IMG_0698 Elk Spring Chaining



IMG_0699 Elk Spring Chaining



IMG_0700 Route #054450



IMG_0701 Elk Spring Chaining



IMG_0702 Elk Spring Chaining



IMG_0703 route #054450



IMG_0704 Elk Spring Chaining



IMG_0705 Elk Spring Chaining



IMG_0706 Elk Spring Chaining



IMG_0707 Elk Spring Chaining



IMG_0708 Recent Cutting



IMG_0709 Route #054450



IMG_0710 General Observation



IMG_0711 Route #054450



IMG_0712 General Observation



IMG_0713 Route #054450



IMG_0714 Route #054450



IMG_0715 General Observation



IMG_0716 Route #054450



IMG_0717 General Observation



IMG_0718 Route #054450



IMG_0719 General Observation



IMG_0720 Elk Spring Chaining



IMG_0721 Elk Spring Chaining



IMG_0722 Elk Spring Chaining



IMG_0723 Elk Spring Chaining



IMG_0724 Route #054450



IMG_0725 General Observation



IMG_0726 Route #054450



IMG_0727 General Observation



IMG_0728 Route #054450



IMG_0729 Route #054450



IMG_0730 General Observation



IMG_0731 Route #101031



IMG_0732 General Observation



IMG_0733 Route #101031



IMG_0734 General Observation



IMG_0735 General Observation



IMG_0736 Negro Liza Road



IMG_0737 Negro Liza Road



IMG_0738 General Observation



IMG_0739 Negro Liza Road



IMG_0740 Negro Liza Road



IMG_0741 General Observation



IMG_0742 Negro Liza Road



IMG_0743 Negro Liza Road



IMG_0744 General Observation



IMG_0745 Negro Liza Road



IMG_0746 Negro Liza Road



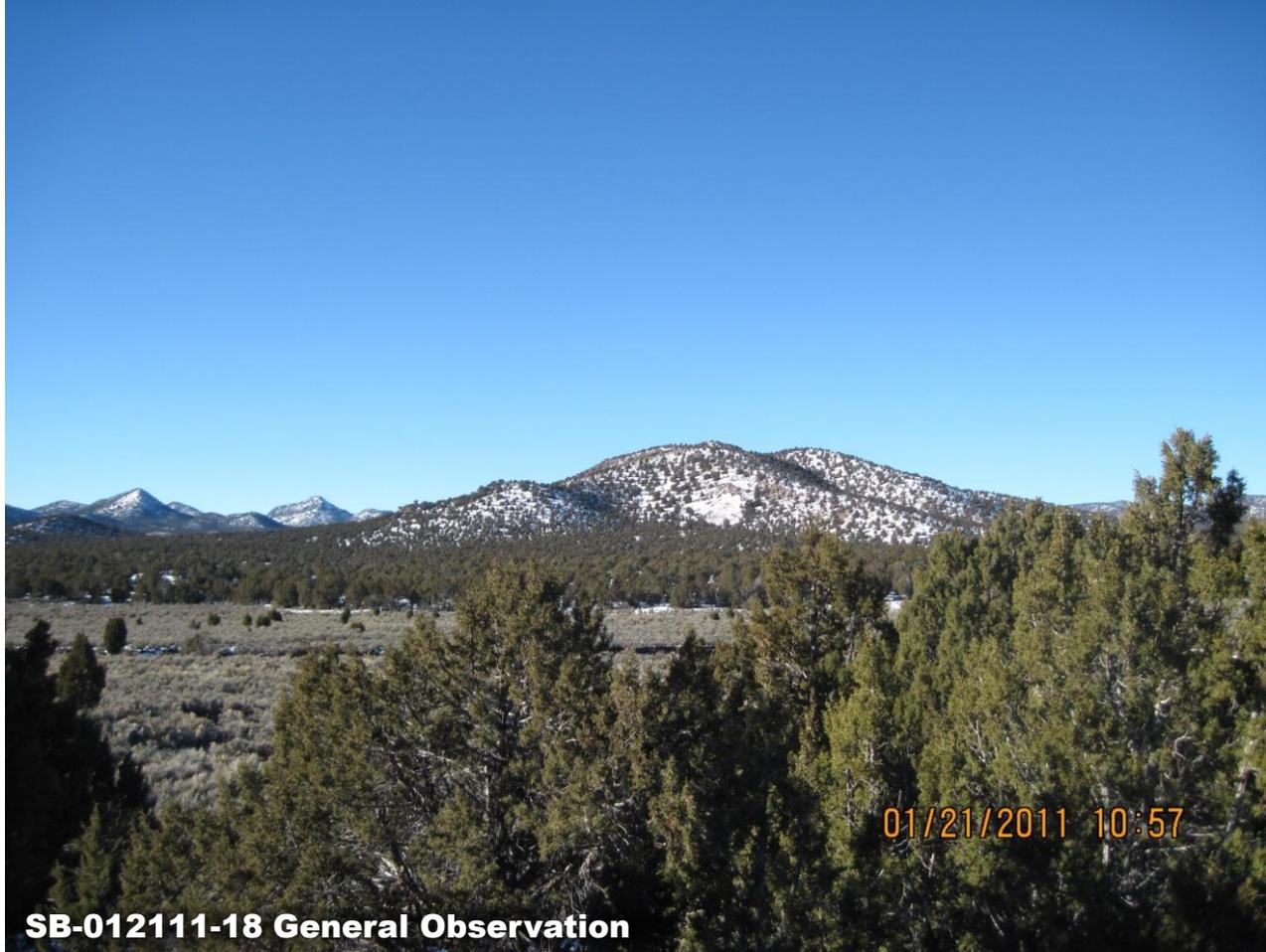
SB-012111-16 General Observation

01/21/2011 10:57



01/21/2011 10:57

SB-012111-17 General Observation



01/21/2011 10:57

SB-012111-18 General Observation



01/21/2011 11:15

SB-012111-19 Trough



01/21/2011 11:37

SB-012111-20 General Observation



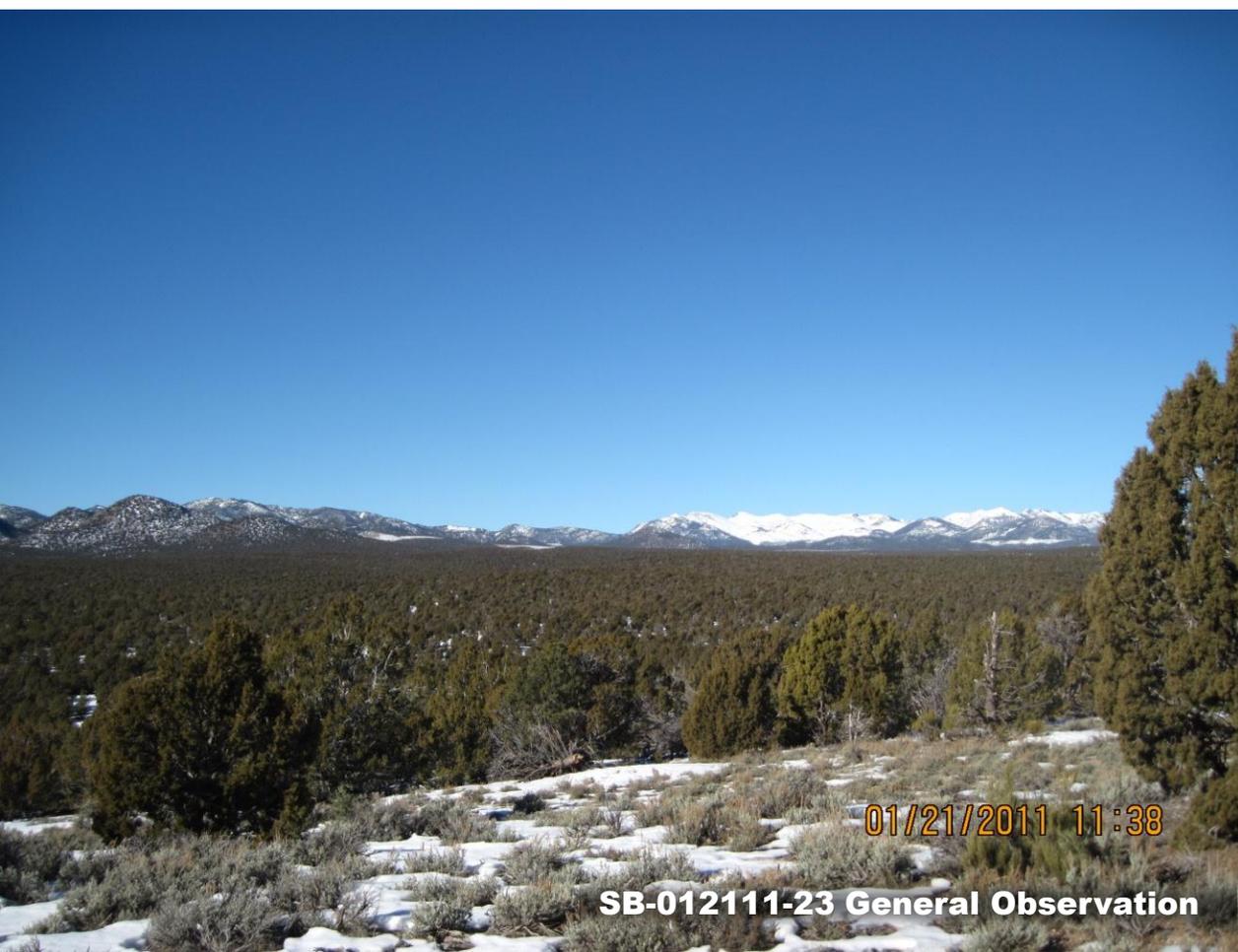
01/21/2011 11:37

SB-012111-21 General Observation



01/21/2011 11:37

SB-012111-22 General Observation



01/21/2011 11:38

SB-012111-23 General Observation



01/21/2011 11:45

SB-012111-24 Trough



01/21/2011 11:46

SB-012111-25 Catch Basin



01/21/2011 12:05

SB-012111-26 Lone Pine Chaining



01/21/2011 12:05

SB-012111-27 Route #057633



11/19/2010 10:23

SB-111910-01 General Observation



11/19/2010 10:57

SB-111910-02 Typhoid Springs E Road



11/19/2010 10:57

SB-111910-03 Typhoid Springs E Road



11/19/2010 11:19

SB-111910-04 Typhoid Springs Fire



11/19/2010 11:32

SB-111910-05 Typhoid Spring Road





11/19/2010 12:56

SB-111910-10 Route #100148



11/19/2010 12:57

SB-111910-11 Route #100148- Turnout



11/19/2010 13:47

SB-111910-12 General Observation



11/19/2010 13:47

SB-111910-13 General Observation



11/19/2010 14:16

SB-111910-14 General Observation



11/19/2010 14:17

SB-111910-15 Bible Springs Road



10/19/2011 10:07

IMG_1997 General Observation



10/19/2011 10:20

IMG_1998 Spanish George Road



10/19/2011 10:20

IMG_1999 Negro Liza Road



10/19/2011 10:20

IMG_2000 Negro Liza Road



10/19/2011 10:21

IMG_2001 General Observation



10/19/2011 10:31

IMG_2002 Trough





10/19/2011 10:58

IMG_2007 General Observation



10/19/2011 10:58

IMG_2008 Spanish George Road



10/19/2011 11:20

IMG_2009 General Observation



10/19/2011 11:30

IMG_2010 Spanish George Road



10/19/2011 11:30

IMG_2011 Spanish George Road



10/19/2011 11:39

IMG_2012 Spanish George Road



10/19/2011 11:40

IMG_2013 General Observation



10/19/2011 11:40

IMG_2014 Spanish George Road



10/19/2011 11:40

IMG_2015 General Observation



10/19/2011 11:50

IMG_2016 Bob Leroy Road



10/19/2011 11:50

IMG_2017 Spanish George Road



10/19/2011 11:50

IMG_2018 Bob Leroy Road



10/19/2011 12:13

IMG_2019 Bob Leroy Road



10/19/2011 12:13

IMG_2020 Bob Leroy Road



10/19/2011 12:23

IMG_2021 Bob Leroy Road



10/19/2011 12:23

IMG_2022 General Observation



10/19/2011 12:24

IMG_2023 Bob Leroy Road



10/19/2011 12:29

IMG_2024 Arrowhead Pass Road



10/19/2011 12:30

IMG_2025 Bob Leroy Road



10/19/2011 12:30

IMG_2026 Arrowhead Pass Road



10/19/2011 12:52

IMG_2027 Bob Leroy Road



10/19/2011 13:02

IMG_2028 Bob Leroy Road



10/19/2011 13:02

IMG_2029 General Observation



10/19/2011 13:02

IMG_2030 Bob Leroy Road



10/19/2011 13:09

IMG_2031 Bob Leroy Pass S. Road



10/19/2011 13:10

IMG_2032 General Observation



10/19/2011 13:11

IMG_2033 General Observation



10/19/2011 13:11

IMG_2034 Bob Leroy Pass S. Road



10/19/2011 13:39

IMG_2035 Lone Pine Fire



10/19/2011 13:39

IMG_2036 Route #059424



10/19/2011 13:39

IMG_2037 Lone Pine Fire



10/19/2011 13:39

IMG_2038 Route #059424



10/19/2011 13:49

IMG_2039 Route #059424



10/19/2011 13:50

IMG_2040 Route #059424



10/19/2011 13:53

IMG_2041 Trough



10/19/2011 14:00

IMG_2042 Spring





10/19/2011 14:43

IMG_2047 General Observation



10/19/2011 14:43

IMG_2048 Bull Springs Road



10/19/2011 14:59

IMG_2049 General Observation



10/19/2011 14:59

IMG_2050 Bull Springs Road



10/19/2011 14:59

IMG_2051 General Observation



10/19/2011 15:00

IMG_2052 Bull Springs Road



10/19/2011 15:06

IMG_2053 General Observation



10/19/2011 15:06

IMG_2054 Sawmill Canyon Road



10/19/2011 15:07

IMG_2055 General Observation



10/19/2011 15:07

IMG_2056 Sawmill Canyon Road



10/19/2011 15:13

IMG_2057 General observation



10/19/2011 15:13

IMG_2058 Sawmill Canyon Road- End



10/19/2011 15:14

IMG_2059 Sawmill Canyon road

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: UT-C010-103-Steamboat Mountain

Route or Route Segment³ Name and/or Identifier: L105002-BOB LEROY PASS

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

I. LOCATION: Refer to map and BLM corporate data (GIS). List photo point references (where applicable) or reference attached photo log: 2016, 2018, 2019, 2020, 2021, 2023, 2025, 2027, 2028, 2030, 2031, 2034

Describe: This is a constructed road to a mining area.

GPS-UTM
(start of route)
N 4219057
E 251853

GPS-UTM
(End of route)
N 4221256
E 255815

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:

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

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)

A.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: Portions of this route has been bladed, along either end of the route. The middle portion of this route is more of an ATV trail/Jeep Trail

A.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:

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)

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

Yes No

If "yes": by Hand Tools by Machine

Explain: FAMS maintenance Level

B.2. If the route or route segment is in goods 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 route is currently blocked along the western segment by a down tree, no active mining being done in the area.

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

Describe: Direct vehicle track were observed in the field but where route turns into Jeep trail and segment after the down tree no 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

Explanations:

Evaluator(s): Jack Sathe

Date: 10/19/2011

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.

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 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: UT-C010-103 Steamboat Mountain

Route or Route Segment³ Name and/or Identifier: L105009-TYPHOID SPRING
(Include Transportation Plan Identifier, if known, and include route number supplied by citizen information, when available.)

I. LOCATION: Refer to BLM corporate data (GIS). List photo point references (where applicable) or reference attached photo log: SB-111910-03, SB-111910-05

Describe: Road leads to Typhoid Spring

GPS-UTM
(start of route)
N 4213830
E 265355

GPS-UTM
(End of route)
N 4215632
E 260701

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: Access to spring and water development.

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

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)

A.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: Observed roadside berms in the field. No tree stumps in the routes zone of influence

A.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:

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)

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

Yes No

If “yes”: by Hand Tools by Machine

Explain: FAMS maintenance level

B.2. If the route or route segment is in good 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: For any maintenance need at the developed spring or on pipeline

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

Describe: Direct vehicle tracks were observed in the field and with lack of vegetation growing the routes zone of influence one could suggest that this route get regular use

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

Explanations: Adjust the boundary to exclude this route from inventory area. This road creates the boundary between sub-units 103B and 103D. This road was not identified by the citizen proposal and was not cherry stemmed in the citizen proposal.

Evaluator(s): Jack Sathe

Date: 11/19/2010

Evaluator(s): Elizabeth Burghard

Date: 11/19/2010

Evaluator(s): Jennifer Evans

Date: 11/19/2010

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.

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 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: UTC-010-103 Steamboat Mountain

Route or Route Segment³ Name and/or Identifier: RT 054450-WILSON CANYON
(Include Transportation Plan Identifier, if known, and include route number supplied by citizen information, when available.)

I. LOCATION: Refer to map and BLM corporate data (GIS). List photo point references (where applicable) or reference attached photo log:

Describe:

GPS-UTM
(start of route)
N 4211897
E 256502

GPS-UTM
(End of route)
N 4215647
E 255577

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:

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

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)

A.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: Roadside berm were observed in the field, but old. No stumps in the routes zone of influence

A.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:

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)

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

Yes No

If "yes": by Hand Tools by Machine

Explain:

B.2. If the route or route segment is in good 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 the only access to state land, either BLM, State or permittee would re-open this route should it become impassable.

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

Describe: Direct vehicle track were observed in the field with lack of vegetation in the route zone of influence one could suggest that this route gets regular-use

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

Explanations: Cherry-stem this route all the way to the State land. This Road was not identified in the citizen proposal though it does meet the Wilderness boundary road definition and will be cherry stemmed.

Evaluator(s): Jack Sathe

Date: 05/03/2011

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.

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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.

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 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: UT-C010-103 Steamboat Mountain

Route or Route Segment³ Name and/or Identifier: RT 057034-_SPANISH GEORGE EAST BOUNDRY

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

I. LOCATION: Refer to BLM corporate data (GIS). List photo point references (where applicable) or reference attached photo log: 1998, 2003, 2004, 2005, 2005, 2008, 2010, 2011, 2012, 2014, 2017

Describe: This road was constructed for a fence line and access to the allotment.

GPS-UTM
(start of route)
N 4211668
E 250005

GPS-UTM
(End of route)
N 4219057
E 251853

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: This route provides access to a fence line and allotment.

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

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)

A.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: Portions of this route appear to be constructed through reg-use and no roadside berms present. There is no stumps in the route zone of influence.

A.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:

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)

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

Yes No

If "yes": by Hand Tools by Machine

Explain: The road has not needed maintenance since it was constructed.

B.2. If the route or route segment is in goods 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 fence line needed repair either BLM or permittee would remove objects or repair road if it becomes impassable.

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

Describe: Direct vehicle track were observed in the field. Majority of this route is most likely used during hunting season.

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

Explanations: See photos of this route, with route zone of influence and fence line it has an impact on naturalness and boundary should be adjusted to this route. Area to the west should be removed form inventory area. This adjustment is different from the citizen proposed wilderness.

Evaluator(s): Jack Sathe

Date: 10/19/2011

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.

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 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: UT-C010-103 Steamboat Mountain

Route or Route Segment³ Name and/or Identifier: RT 057633-LOWER LONE PINE PIPELINE
(Include Transportation Plan Identifier, if known, and include route number supplied by citizen information, when available.)

I. LOCATION: Refer to BLM corporate data (GIS). List photo point references (where applicable) or reference attached photo log: SB-012111-27

Describe: Road leads to range improvements

GPS-UTM
(start of route)
N 4217371
E 268445

GPS-UTM
(End of route)
N 4217885
E 268065

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: Road leads to range improvements

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

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)

A.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: Only to the trough, after that the route is basically a 2-track route, do not know how far this route extends into the unit, but route did not exits off of the Sawmill canyon road. to the north.

A.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:

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)

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

Yes No

If "yes": by Hand Tools by Machine

Explain: The road has not needed maintenance since it was constructed.

B.2. If the route or route segment is in goods 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: Maintenance would be allowed up to the trough.

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

Describe: Up to the trough, vehicle tracks were observed in the field_

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

Explanations: This road needs to be cherry stemmed up to the trough. This cherry stem was not identified in the citizen proposal.

Evaluator(s): Jack Sathe

Date: 01/21/2011

Evaluator(s): John Curl

Date: 01/21/2011

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.

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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.

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 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: UT-C010-103 Steamboat Mountain

Route or Route Segment³ Name and/or Identifier: RT 096158-_BULL SPRINGS
(Include Transportation Plan Identifier, if known, and include route number supplied by citizen information, when available.)

I. LOCATION: Refer to BLM corporate data (GIS). List photo point references (where applicable) or reference attached photo log: 2044, 2046, 2048, 2050, 2052

Describe: Road leads to bible spring and was constructed.

GPS-UTM
(start of route)
N 4220474
E 261445

GPS-UTM
(End of route)
N 4218738
E 259120

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: This route is used for recreation and access to water developments

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

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)

A.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: This route has not been bladed for some time, but there was evidence of roadside berm observed in the field. No stumps in the routes zone of influence.

A.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:

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)

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

Yes No

If "yes": by Hand Tools by Machine

Explain: The road has not needed extensive maintenance since construction.

B.2. If the route or route segment is in good 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: For any maintenance needs that might have to be done on the spring, or any re-treatment of the fuels project in the area.

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

Describe: Direct vehicle tracks were observed in the field, both high-clearance vehicle and ATV use.

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

Explanations: The road was cherry stemmed further to the SW from the citizen proposal cherry stem. This route connects to the lone pine pipeline road, creating a loop road. Although it is only a Jeep trail beyond the end of the cherry stem the impacts do have an effect on naturalness in the area.

Evaluator(s): Jack Sathe

Date: 10/19/2011

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.

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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.

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 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: UT-C010-103 Steamboat Mountain

Route or Route Segment³ Name and/or Identifier: RT 100148-BIBLE SPRINGS 1ST NORTH SPUR

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

I. LOCATION: Refer to BLM corporate data (GIS). List photo point references (where applicable) or reference attached photo log: SB-111910-10

Describe: Road leads to private land

GPS-UTM
(start of route)
N 4212383
E 262525

GPS-UTM
(End of route)
N 4213809
E 261707

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: Route leads to private land and does not have a ROW.

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

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)

A.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: Evidence of current blading being done to private lands-roadside berm were observed in the field as well as pushed over trees in the routes zone of influence

A.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:

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)

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

Yes No

If "yes": by Hand Tools by Machine

Explain: Evidence of current blading being done to private lands-roadside berm were observed in the field as well as pushed over trees in the routes zone of influence

B.2. If the route or route segment is in good 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: For 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).⁶

Describe:

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

Explanations: This route was cherry stemmed in the citizen proposal and the BLM inventory.

Evaluator(s): Jack Sathe

Date: 11/19/2010

Evaluator(s): Elizabeth Burghard

Date: 11/19/2010

Evaluator(s): Jennifer Evans

Date: 11/19/2010

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.

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 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: UT-C010-103 Steamboat_

Route or Route Segment³ Name and/or Identifier: RT 100863-SOUTH FORK LONE PINE PIPELINE & RT 059424 Lone Pine Spring pipeline Spur

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

I. LOCATION: Refer to BLM corporate data (GIS). List photo point references (where applicable) or reference attached photo log: 2036, 2038, 2040, 2039.

Describe: This route leads to a water development

GPS-UTM
(start of route)
N 4221197
E 260184

GPS-UTM
(End of route)
N 4219831
E 258819_

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: Road leads to water development.

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

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)

A.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 side berms

A.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:

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)

B.1. Is there Evidence or Documentation of Maintenance using hand tools or machinery?
Yes No

If "yes": by Hand Tools by Machine

Explain: Fams Maintenance Level , Road has not needed maintenance in the recent past.

B.2. If the route or route segment is in good 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: For maintenance of trough and springs, if this route were to become impassable either BLM or permittee would be allowed to open this route up.

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

Describe: Direct vehicle tracks were observed in the field up to Trough and Spring, beyond at route is more of an ATV trail, ATV 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

Explanations: The route needs to be cherry stemmed to the water development. The citizen proposal did not include the southern portion of this route to be cherry stemmed.

Evaluator(s): Jack Sathe

Date: 10/19/2011

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.

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.

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.): UT-040-103 & portions of UT-040-102

a) Inventory Source: BLM Utah Initial Wilderness Inventory Proposal April 1979

b) Inventory Area Unique Identifier(s): UT-040-103 (1979) & (UT-C010-103, 103A, 103B, 103C, 103D, 103E, 103F, 103G, 103H) (2014)

c) Map Name(s)/Number(s):

GisData\ut\cc\projects\Wilderness\Wilderness_Review\layers_final\MasterInventoryUnits_Final.gdb (Updated 2014 Inventory) & Wilderness Inventory State of Utah, US Government Printing Office 1979 678-663

d) BLM District(s)/Field Office(s): Cedar City

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: BLM Utah Initial Wilderness Inventory Proposal April 1979

Area Unique Identifier	Sufficient Size? Yes/No (acres)	Naturalness? Yes/No	Outstanding Solitude? Yes/No	Outstanding Primitive & Unconfined Recreation? Yes/No	Supplemental Values? Yes/No
UT-040-103	Yes	No	N/A	N/A	N/A