Summary of Analysis*

Area Unique Identifier: UT-C010-108-North Peaks

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 (Rock formations)

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):

Jack Sathe, Forester Date: 03/2011

Dave Jacobson, Outdoor Recreation Planner Date: 8-6-2013/6-17-2014-Reviewed& Updated

(Name, Title, Date)

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-C010-108A, B&C-North Peaks

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-C010-108A-North Peak 2,388 Eliminated based on unnaturalness and size
- UT-C010-108B-North Peak 313
- UT-C010-108C-North Peak 2,055

2. Does the area appear to be natural? ☐ Yes ☒ No ☐ N/A

- UT-C010-108A-North Peak 2,388 Eliminated based on unnaturalness due to wood cutting

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):

Jack Sathe, Forester Date: 03/2011

Dave Jacobson, Outdoor Recreation Planner Date: 8-6-2013/6-17-2014-Reviewed& Updated

Reviewed by (District or Field Manager):

Name: Elizabeth R 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.

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

Area Unique Identifier: UT-C010-108 -North Peak **Acreage**: 5,089

(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 and eastern boundary is created by the boundary for an unnatural portion of the original unit. The southern boundary is based on state and private land boundaries. The western boundary is based on the Trail Draw wilderness boundary road.

(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 private and State lands bordering it. The unit is located west of Pine Valley road. The unit is located approximately 42 miles northwest of Cedar City, Utah. The topography in the area is steep in the higher elevation to gentle rolling hills in the low lying areas and North Peak is the prominent mountain range. Pinyon and juniper are dominant throughout the upper elevations of the unit. The perennial understory within these communities is limited due to the dominance. The lower elevations had an abundance of cheatgrass, black sage and rabbitbrush; however, perennial grasses are present. This portion of the original unit is fairly devoid of human impacts such as routes, fence lines or water developments.

(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):

The portion of the unit located in the North Peak range does have outstanding opportunities for solitude. The rugged topography and dense woodlands provide adequate potential for screening visitors from one another. Parts of the southern portion of the unit pinyon-juniper woodlands are interrupted by large areas of open, low-growing sagebrush communities provide varying degrees of screening.

(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 North Peak offer outstanding opportunities for primitive and unconfined types of recreation. This area is not easily accessible — other than by foot, horse and lends itself to hiking. Rugged topography and exposed rock formations provide motivation 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:

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

Area Unique Identifier: UT-C010-108A -North Peak **Acreage**: 2,388

(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 Bible Springs Road, the eastern boundary is the Culver Springs road and state Land. The southern and western boundary follows the edge of the cutting area that was identified as unnatural. .

(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 was eliminated due to the heavy wood cutting and post cutting that is occurring in the area along with the vegetation treatment to the eastern side of this sub 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):

The upper elevations of the unit in the North Peak offer outstanding opportunities for primitive and unconfined types of recreation. This area is not easily accessible — other than by foot, horse and lends itself to hiking. Rugged topography and exposed rock formations provide motivation 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

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

Area Unique Identifier: UT-C010-108B&C -North Peak **Acreage**: B-313

C-2,055

(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. For sub unit UT-C010-108B The northwestern boundary is the Bible Springs Road, the eastern boundary is the wilderness boundary road L104889 Trail Draw road. Road L104889 cut this sub unit off of the main unit and does not meet the size criteria. The southern boundary is the Mackelprang Loop and Wilson Pipeline Cut Off.

Sub unit UT-C0101-108B was eliminated based on the amount of roads within such a small area and is based on the fence line to the north of the sub unit and State land to the east. The southern boundary is the Mackelprang Road and 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

(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

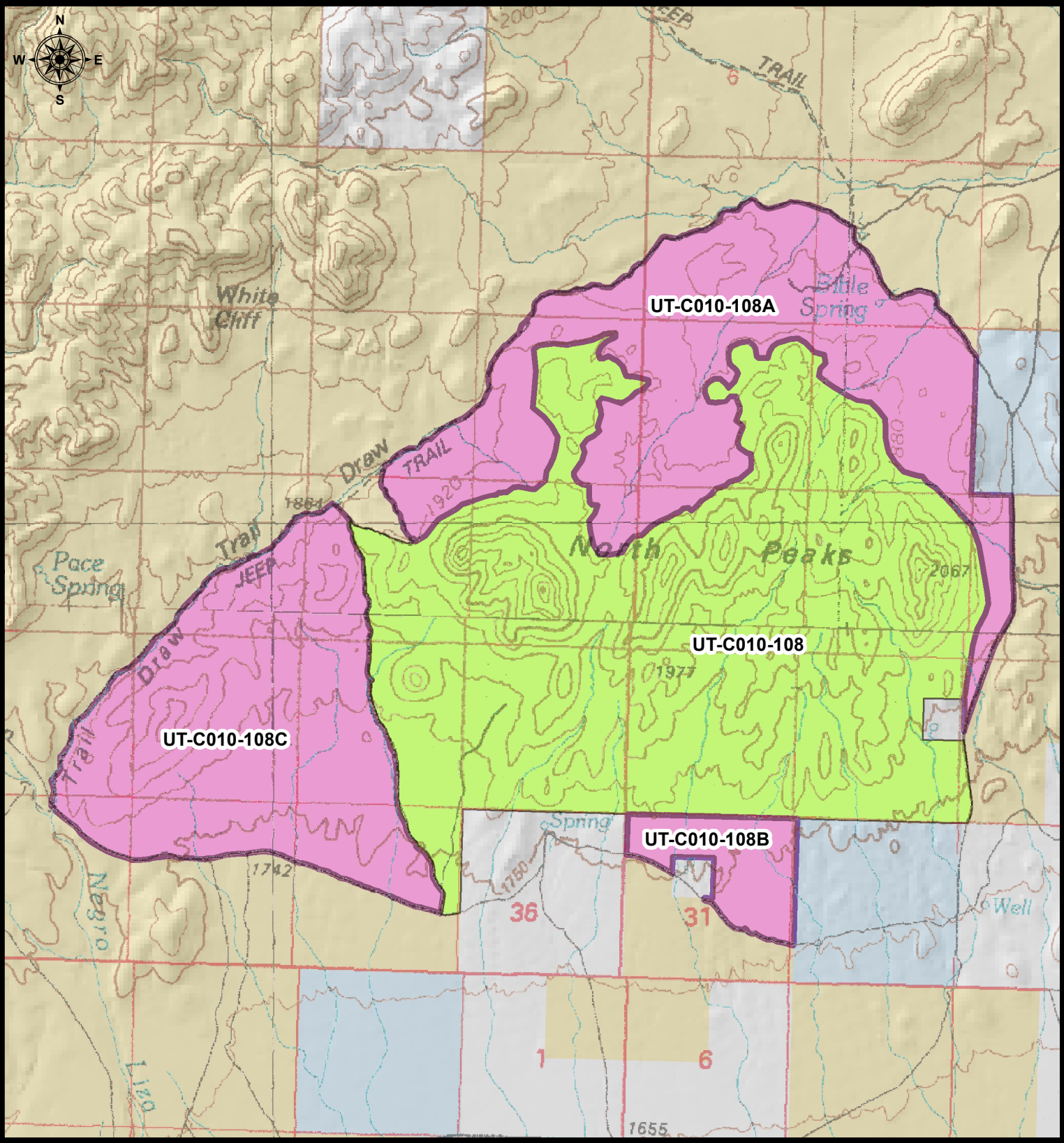
Description (describe the area's outstanding opportunities for primitive and unconfined recreation):

The upper elevations of the unit in the North Peak offer outstanding opportunities for primitive and unconfined types of recreation. This area is not easily accessible — other than by foot, horse and lends itself to hiking. Rugged topography and exposed rock formations provide motivation 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

BLM Cedar City Field Office
Lands with Wilderness Characteristics Inventory (Updated 2014)

Bureau of Land Management
U.S. Department of the Interior



No Wilderness Characteristics

Lands With Wilderness Characteristics

Land Status

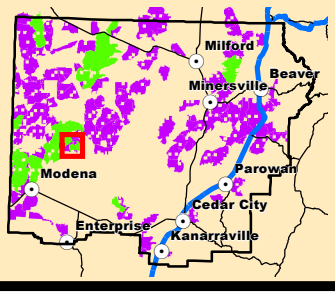
- Bureau of Land Management
- Indian Reservation
- National Park Service
- Private
- State
- State, County, City; Wildlife & Rec
- US Forest Service
- USFS Wilderness Area

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 1:51,655

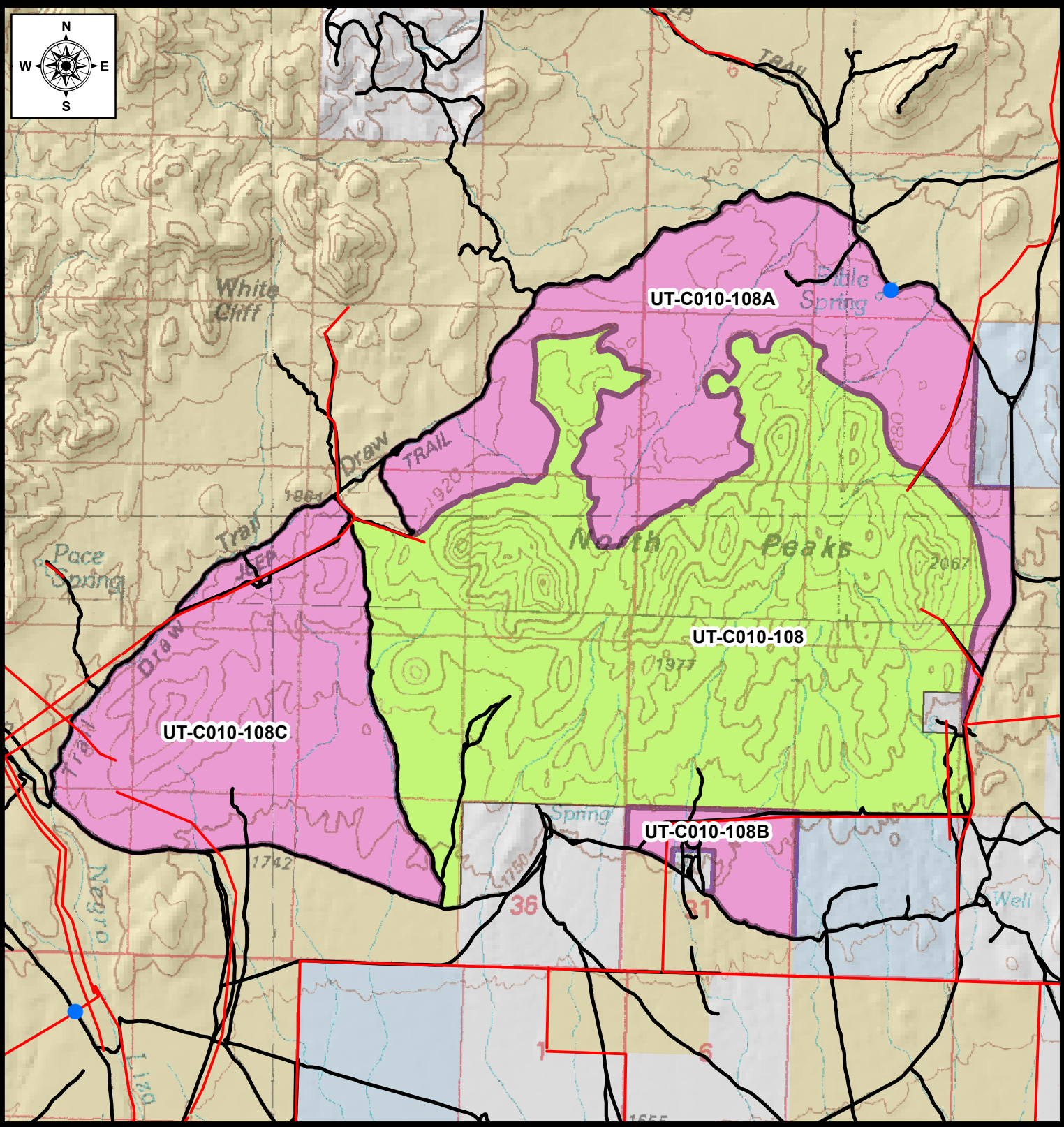
0 30 60 120 Miles



Roads, Routes & Range Improvements

BLM Cedar City Field Office
Lands with Wilderness Characteristics Inventory (Updated 2014)

Bureau of Land Management
U.S. Department of the Interior



Land Status

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

No Wilderness Characteristics

Lands With Wilderness Characteristics

Range Improvement

Range Improvement

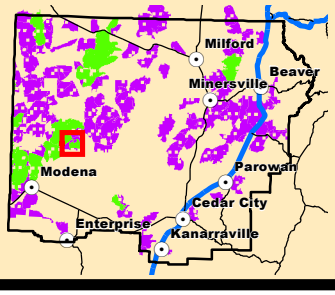
Roads & Routes

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 1:51,655

0 30 60 120 Miles



LWC Photo Log

Photographer(s): Jack Sathe
Inventory Area Name & No. UT-C010-108 North Peaks

Date	Frame #	Camera Direction	Description	Easting	Northing
3/28/2011	IMG_0353	East	Ref. Photo	266941	4210043
3/28/2011	IMG_0354	South	Ref. Photo	266941	4210043
3/28/2011	IMG_0355	West	Range Improvement- Pipeline	266941	4210043
3/28/2011	IMG_0356	Northwest	Range Improvement- Pipeline	266727	4210233
3/28/2011	IMG_0357	Southeast	Range Improvement- Pipeline	266726	4210233
3/28/2011	IMG_0358	Northeast	Ref-Photo-CUTTING	267071	4209981
3/28/2011	IMG_0359	East	New Route-unmapped	267071	4209981
3/28/2011	IMG_0360	Southwest	Ref-Photo-CUTTING	267074	4209980
3/28/2011	IMG_0361	Northwest	New Route-unmapped	267074	4209979
3/28/2011	IMG_0362	Northwest	Fence	266886	4208661
3/28/2011	IMG_0363	North	Trough	266635	4208060
3/28/2011	IMG_0364	South	Pipeline	266635	4208060
3/28/2011	IMG_0365	East	RT 053836	266700	4208054
3/28/2011	IMG_0366	West	RT 053836	266700	4208055
3/28/2011	IMG_0367	West	Fence-Sign	266722	4208050
3/28/2011	IMG_0368	North	RT 053445	266681	4207427
3/28/2011	IMG_0369	East	Ref. Photo	266681	4207428
3/28/2011	IMG_0370	South	RT 053445	266681	4207428
3/28/2011	IMG_0371	West	Ref. Photo	266681	4207427
3/28/2011	IMG_0372	North	Ref. Photo	266530	4207284
3/28/2011	IMG_0373	East	RT 053324	266530	4207279
3/28/2011	IMG_0374	West	RT 053324	266530	4207278
3/28/2011	IMG_0375	North	Ref. Photo	266030	4207285
3/28/2011	IMG_0376	East	RT 053324	266031	4207285
3/28/2011	IMG_0377	West	RT 053324	266032	4207284
3/28/2011	IMG_0378	North	Ref. Photo	264156	4207221
3/28/2011	IMG_0379	Northeast	Ref. Photo	264156	4207222
3/28/2011	IMG_0380	Northwest	Ref. Photo	264156	4207221
3/29/2011	IMG_0382	North	Re-Claimed RT 053443	266564	4207666
3/29/2011	IMG_0383	East	Ref. Photo	266563	4207665
3/29/2011	IMG_0384	South	Re-Claimed RT 053443	266564	4207666
3/29/2011	IMG_0385	West	Ref. Photo	266563	4207665
3/29/2011	IMG_0386	Northeast	RT 251510	264015	4207218
3/29/2011	IMG_0387	East	RT053324	264015	4207218
3/29/2011	IMG_0388	West	RT053324	264015	4207218
3/29/2011	IMG_0389	North	RT 251510	264015	4207218
3/29/2011	IMG_0390	East	Ref. Photo	264195	4208194
3/29/2011	IMG_0391	South	RT 251510	264195	4208195
3/29/2011	IMG_0392	West	Ref. Photo	264196	4208195
3/29/2011	IMG_0393	Northeast	Ref-Photo-CUTTING	264462	4209075

3/29/2011	IMG_0394	North	RT 51510	264807	4209874
3/29/2011	IMG_0395	Northeast	Ref-Photo-CUTTING	264807	4209874
3/29/2011	IMG_0396	East	Ref. Photo	264812	4209871
3/29/2011	IMG_0397	Southeast	Ref. Photo	264815	4209871
3/29/2011	IMG_0398	Southwest	Ref. Photo	264814	4209872
3/29/2011	IMG_0399	Southwest	Ref. Photo	264814	4209872
3/29/2011	IMG_0400	West	Ref. Photo	264812	4209871
3/29/2011	IMG_0401	Northwest	Ref. Photo	264812	4209872
3/29/2011	IMG_0402	North	END OF RT 251510	264737	4209391
3/29/2011	IMG_0403	South	RT 251510	264736	4209395
3/29/2011	IMG_0404	North	RT 251510-EXT	264217	4208382
3/29/2011	IMG_0405	East	Ref. Photo	264218	4208382
3/29/2011	IMG_0406	South	RT 251510-EXT	264216	4208383
3/29/2011	IMG_0407	West	Ref-Photo-CUTTING	264218	4208381
3/29/2011	IMG_0408	North	RT 251510	264130	4207674
3/29/2011	IMG_0409	East	Ref. Photo	264130	4207672
3/29/2011	IMG_0410	South	RT 251510	264130	4207674
3/29/2011	IMG_0411	West	Ref. Photo	264131	4207671
3/29/2011	IMG_0416	North	RT 055804	266787	4211862
3/29/2011	IMG_0417	South	RT 055804	266787	4211862
3/29/2011	IMG_0418	West	BIBLE SPRINGS CHAINING	266788	4211862
3/29/2011	IMG_0419	North	RT 055804	266521	4210996
3/29/2011	IMG_0420	South	RT 055804	266522	4210999
3/29/2011	IMG_0421	West	BIBLE SPRINGS CHAINING	266524	4210998
3/29/2011	IMG_0422	North	Ref-Photo-CUTTING	266186	4210575
3/29/2011	IMG_0423	East	Ref-Photo-CUTTING	266186	4210574
3/29/2011	IMG_0424	South	Ref-Photo-CUTTING	266186	4210574
3/29/2011	IMG_0425	West	Ref-Photo-CUTTING	266186	4210574
3/29/2011	IMG_0426	North	Ref. Photo	265089	4212495
3/29/2011	IMG_0427	East	Bible Springs Prospect road	265086	4212493
3/29/2011	IMG_0428	South	Ref. Photo	265089	4212490
3/29/2011	IMG_0429	Southwest	Bible Springs Prospect road	265086	4212493
3/29/2011	IMG_0430	North	Mining	264966	4212603
3/29/2011	IMG_0431	East	Ref. Photo	264967	4212602
3/29/2011	IMG_0432	Southeast	Bible Springs Prospect road	264968	4212602
3/29/2011	IMG_0433	West	Mining	264968	4212602
3/30/2011	IMG_0434	North	Drill Pad	264997	4212687
3/30/2011	IMG_0435	East	Ref. Photo	264996	4212687
3/30/2011	IMG_0436	South	New Route-unmapped	264994	4212688
3/30/2011	IMG_0437	West	Ref. Photo	264995	4212688
3/30/2011	IMG_0438	Southeast	Mining	265001	4212656
3/30/2011	IMG_0439	North	Ref. Photo	265097	4213275
3/30/2011	IMG_0440	East	Ref. Photo	265097	4213274
3/30/2011	IMG_0441	South	Ref. Photo	265098	4213274
3/30/2011	IMG_0442	West	Ref. Photo	265098	4213274
3/30/2011	IMG_0443	North	Ref. Photo	264791	4213156
3/30/2011	IMG_0444	East	Ref-Photo-CUTTING	264791	4213156

3/30/2011	IMG_0445	South	Ref. Photo	264791	4213157
3/30/2011	IMG_0446	West	Ref. Photo	264791	4213157
3/30/2011	IMG_0447	North	Ref. Photo	264691	4212990
3/30/2011	IMG_0448	East	Ref. Photo	264691	4212991
3/30/2011	IMG_0449	South	Ref-Photo-CUTTING	264691	4212992
3/30/2011	IMG_0450	West	Ref. Photo	264690	4212994
3/30/2011	IMG_0451	North	Ref. Photo	264150	4212945
3/30/2011	IMG_0452	East	Ref. Photo	264151	4212945
3/30/2011	IMG_0453	South	Ref-Photo-CUTTING	264151	4212946
3/30/2011	IMG_0454	West	Ref. Photo	264150	4212946
3/30/2011	IMG_0455	East	Bible Springs Road	263351	4212608
3/30/2011	IMG_0456	South	Ref-Photo-CUTTING	263351	4212607
3/30/2011	IMG_0457	West	Bible Springs Road	263351	4212608
3/30/2011	IMG_0458	North	Ref-Photo-CUTTING	263162	4212352
3/30/2011	IMG_0459	East	Ref-Photo-CUTTING	263162	4212353
3/30/2011	IMG_0460	South	Ref-Photo-CUTTING	263162	4212354
3/30/2011	IMG_0461	West	Ref-Photo-CUTTING	263162	4212354
3/30/2011	IMG_0462	North	MAN=MADE DISTRUBANCE	262693	4212447
3/30/2011	IMG_0463	East	MAN=MADE DISTRUBANCE	262693	4212447
3/30/2011	IMG_0464	Northeast	Trail Draw Road-L104889	262505	4212346
3/30/2011	IMG_0465	Southeast	Ref-Photo-CUTTING	262506	4212347
3/30/2011	IMG_0466	Southwest	Bible Springs Road	262505	262505
3/30/2011	IMG_0467	North	Ref-Photo-CUTTING	262464	4211969
3/30/2011	IMG_0468	East	Ref-Photo-CUTTING	262464	4211970
3/30/2011	IMG_0469	South	Ref-Photo-CUTTING	262464	4211970
3/30/2011	IMG_0470	West	Ref-Photo-CUTTING	262464	4211970
3/30/2011	IMG_0471	North	Ref-Photo-CUTTING	262096	4210936
3/30/2011	IMG_0472	East	Ref-Photo-CUTTING	262097	4210936
3/30/2011	IMG_0473	South	Ref-Photo-CUTTING	262097	4210936
3/30/2011	IMG_0474	West	Ref-Photo-CUTTING	262097	4210937
3/30/2011	IMG_0475	East	Bible Springs Road	261872	4211275
3/30/2011	IMG_0476	South	Ref-Photo-CUTTING	261873	4211273
3/30/2011	IMG_0477	West	Bible Springs Road	261872	4211275
3/30/2011	IMG_0478	East	Bible Springs Road	261253	4210926
3/30/2011	IMG_0479	South	Ref-Photo-CUTTING	261254	4210921
3/30/2011	IMG_0480	West	Bible Springs Road	261254	4210926
3/30/2011	IMG_0481	North	Bible Springs Road	260710	4210151
3/30/2011	IMG_0482	East	Ref. Photo	260713	4210152
3/30/2011	IMG_0483	West	New Route-unmapped	260713	4210151
3/30/2011	IMG_0484	South	Bible Springs Road	260713	4210153
3/30/2011	IMG_0485	North	Ref. Photo	260566	4209956
3/30/2011	IMG_0486	Northeast	New Route-unmapped	260713	4210151
3/30/2011	IMG_0487	Southeast	Ref. Photo	260567	4209956
3/30/2011	IMG_0488	West	New Route-unmapped	260713	4210151
3/30/2011	IMG_0489	North	L104889- Fams road	260831	4209853
3/30/2011	IMG_0490	East	Ref. Photo	260837	4209853
3/30/2011	IMG_0491	South	L104889- Fams road	260831	4209853

3/30/2011	IMG_0492	West	Ref. Photo	260835	4209853
3/30/2011	IMG_0493	North	L104889- Fams road	260895	4208956
3/30/2011	IMG_0494	East	Ref. Photo	260897	4208955
3/30/2011	IMG_0495	South	L104889- Fams road	260895	4208956
3/30/2011	IMG_0496	West	Ref-Photo-CUTTING	260899	4208955
3/30/2011	IMG_0497	North	L104889- Fams road	260961	4208347
3/30/2011	IMG_0498	East	Ref. Photo	260964	4208346
3/30/2011	IMG_0499	South	L104889- Fams road	260961	4208347
3/30/2011	IMG_0500	West	Ref. Photo	260964	4208345
3/30/2011	IMG_0501	North	L104889- Fams road	261175	4207812
3/30/2011	IMG_0502	Northeast	Ref. Photo	261162	4207808
3/30/2011	IMG_0503	East	Ref. Photo	261161	4207808
3/30/2011	IMG_0504	South	L104889- Fams road	261175	4207812
3/30/2011	IMG_0505	West	Ref. Photo	261162	4207807
3/30/2011	IMG_0506	North	L104889- Fams road	261520	4206856
3/30/2011	IMG_0507	East	Ref. Photo	261519	4206855
3/30/2011	IMG_0508	South	L104889- Fams road	261520	4206856
3/30/2011	IMG_0509	West	Ref. Photo	261520	4206854
3/30/2011	IMG_0510	North	L104889- Fams road	261598	4206376
3/30/2011	IMG_0511	East	L104887- Fams road	261597	4206377
3/30/2011	IMG_0512	West	L104887- Fams road	261597	4206378
3/31/2011	IMG_0517	North	Ref. Photo	260192	4210113
3/31/2011	IMG_0518	East	Ref. Photo	260192	4210112
3/31/2011	IMG_0519	South	Ref. Photo	260192	4210112
3/31/2011	IMG_0520	West	Ref. Photo	260192	4210112
3/31/2011	IMG_0521	North	Ref. Photo	259343	4209442
3/31/2011	IMG_0522	East	Ref. Photo	259342	4209441
3/31/2011	IMG_0523	South	Ref. Photo	259342	4209441
3/31/2011	IMG_0524	West	Ref. Photo	259342	4209441
3/31/2011	IMG_0525	North	Ref. Photo	259590	4209309
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3/31/2011	IMG_0527	South	Ref. Photo	259590	4209310
3/31/2011	IMG_0528	West	Ref. Photo	259590	4209310
3/31/2011	IMG_0529	North	Ref. Photo	259677	4208976
3/31/2011	IMG_0530	East	Ref. Photo	259676	4208976
3/31/2011	IMG_0531	South	Ref. Photo	259675	4208976
3/31/2011	IMG_0532	South	Ref. Photo	259675	4208976
3/31/2011	IMG_0533	North	Ref. Photo	259811	4208619
3/31/2011	IMG_0534	East	Ref. Photo	259810	4208619
3/31/2011	IMG_0535	South	Ref. Photo	259810	4208619
3/31/2011	IMG_0536	West	Ref. Photo	259810	4208619
3/31/2011	IMG_0537	Southeast	Ref. Photo	259810	4208619
3/31/2011	IMG_0538	Northeast	L104885- Fams road	258571	4208819
3/31/2011	IMG_0539	Southeast	Ref. Photo	258573	4208818
3/31/2011	IMG_0540	Southwest	L104885- Fams road	258571	4208819
3/31/2011	IMG_0541	Northwest	RT 054448	258059	4207180
3/31/2011	IMG_0542	Southeast	Ref. Photo	258059	4207175

3/31/2011	IMG_0543	Southwest	RT 054448	258059	4207180
3/31/2011	IMG_0544	North	Ref. Photo	258736	4206911
3/31/2011	IMG_0545	East	RT 054448	258735	4206913
3/31/2011	IMG_0546	West	RT 054448	258735	4206914
3/31/2011	IMG_0547	North	Ref. Photo	259291	4206913
3/31/2011	IMG_0548	East	Mackelprang Loop Road	259290	4206915
3/31/2011	IMG_0549	West	Mackelprang Loop Road	259290	4206915
3/31/2011	IMG_0550	North	L104888-Fams road	259701	4206974
3/31/2011	IMG_0551	East	L104887- Fams road	259701	4206974
3/31/2011	IMG_0552	West	RT 054448	259701	4206974
3/31/2011	IMG_0553	North	Ref. Photo	259576	4207618
3/31/2011	IMG_0554	East	Ref. Photo	259575	4207618
3/31/2011	IMG_0555	South	Ref. Photo	259575	4207619
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3/31/2011	IMG_0562	East	L104887- Fams road	260281	4206863
3/31/2011	IMG_0563	West	L104887- Fams road	260282	4206863
3/31/2011	IMG_0564	North	Ref. Photo	260977	4206599
3/31/2011	IMG_0565	East	L104887- Fams road	260976	4206600
3/31/2011	IMG_0566	West	L104887- Fams road	260977	4206600
3/31/2011	IMG_0567	North	L104891- Fams road	261721	4207050
3/31/2011	IMG_0568	Northeast	Ref. Photo	261721	4207056
3/31/2011	IMG_0569	East	Ref. Photo	261721	4207055
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3/31/2011	IMG_0572	Northwest	Ref. Photo	261720	4207054
3/31/2011	IMG_0573	North	RT100842	261814	4207910
3/31/2011	IMG_0574	Northeast	L104491-Fams road	261815	4207910
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3/31/2011	IMG_0577	West	Ref. Photo	261816	4207911
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3/31/2011	IMG_0579	West	L104491-Fams road	262284	4208441
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3/31/2011	IMG_0581	East	Ref. Photo	262484	4208602
3/31/2011	IMG_0582	South	Ref. Photo	262484	4208602
4/1/2011	IMG_0583	North	Ref. Photo	264373	4212269
4/1/2011	IMG_0584	East	Ref-Photo-CUTTING	264373	4212269
4/1/2011	IMG_0585	South	Ref-Photo-CUTTING	264373	4212269
4/1/2011	IMG_0586	West	Ref-Photo-CUTTING	264373	4212269
4/1/2011	IMG_0587	North	Ref. Photo	263898	4211713
4/1/2011	IMG_0588	East	Ref. Photo	263898	4211713
4/1/2011	IMG_0589	South	Ref. Photo	263898	4211712

4/1/2011	IMG_0590	West	Ref. Photo	263898	4211712
4/1/2011	IMF_0591	East	Ref-Photo-CUTTING	263711	4211045
4/1/2011	IMF_0592	North	New Route-unmapped	263710	4211042
4/1/2011	IMF_0593	Southwest	New Route-unmapped	263711	4211044
4/1/2011	IMG_0594	West	Ref. Photo	263713	4211046
4/1/2011	IMG_0595	North	New Route-unmapped	263312	4210208
4/1/2011	IMG_0596	East	Ref-Photo-CUTTING	263313	4210204
4/1/2011	IMG_0597	South	New Route-unmapped	263312	4210210
4/1/2011	IMG_0598	West	Ref-Photo-CUTTING	263313	4210204
4/1/2011	IMG_0599	East	Ref. Photo	263167	4209698
4/1/2011	IMG_0600	South	Ref. Photo	263168	4209700
4/1/2011	IMG_0601	West	Ref. Photo	263168	4209700
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4/1/2011	IMG_0603	East	Ref. Photo	262529	4209687
4/1/2011	IMG_0604	South	Ref. Photo	262530	4209688
4/1/2011	IMG_0605	West	Ref. Photo	262530	4209688
4/1/2011	IMG_0606	North	Ref. Photo	262152	4210004
4/1/2011	IMG_0607	East	Ref. Photo	262152	4210004
4/1/2011	IMG_0608	Southeast	Ref. Photo	262152	4210004
4/1/2011	IMG_0609	South	Ref. Photo	262153	4210004
4/1/2011	IMG_0610	West	Ref. Photo	262153	4210004
4/1/2011	IMG_0611	Northwest	Ref. Photo	262153	4210004
4/1/2011	IMG_0612	Southwest	Ref. Photo	262153	4210004
4/1/2011	IMG_0613	North	Ref. Photo	262485	4210763
4/1/2011	IMG_0614	East	Ref. Photo	262485	4210762
4/1/2011	IMG_0615	South	Ref. Photo	262487	4210761
4/1/2011	IMG_0616	West	Ref. Photo	262488	4210761
4/1/2011	IMG_0617	North	Ref. Photo	262905	4211380
4/1/2011	IMG_0618	East	Ref. Photo	262905	4211380
4/1/2011	IMG_0619	South	Ref. Photo	262905	4211380
4/1/2011	IMG_0620	West	Ref. Photo	262906	4211381
4/1/2011	IMG_0621	North	Ref-Photo-CUTTING	263063	4212161
4/1/2011	IMG_0622	East	Ref-Photo-CUTTING	263063	4212163
4/1/2011	IMG_0623	South	Ref-Photo-CUTTING	263063	4212164
4/1/2011	IMG_0624	West	Ref-Photo-CUTTING	263064	4212163

IMG_0349 General Observation

IMG_0350 General Observation

IMG_0351 General Observation

IMG_0352 General Observation

IMG_0353 General Observation

IMG_0354 General Observation

IMG_0355 Range improvement

IMG_0356 Range Improvement

IMG_0357 Range Improvement

IMG_0358 Cedar Post Cutting

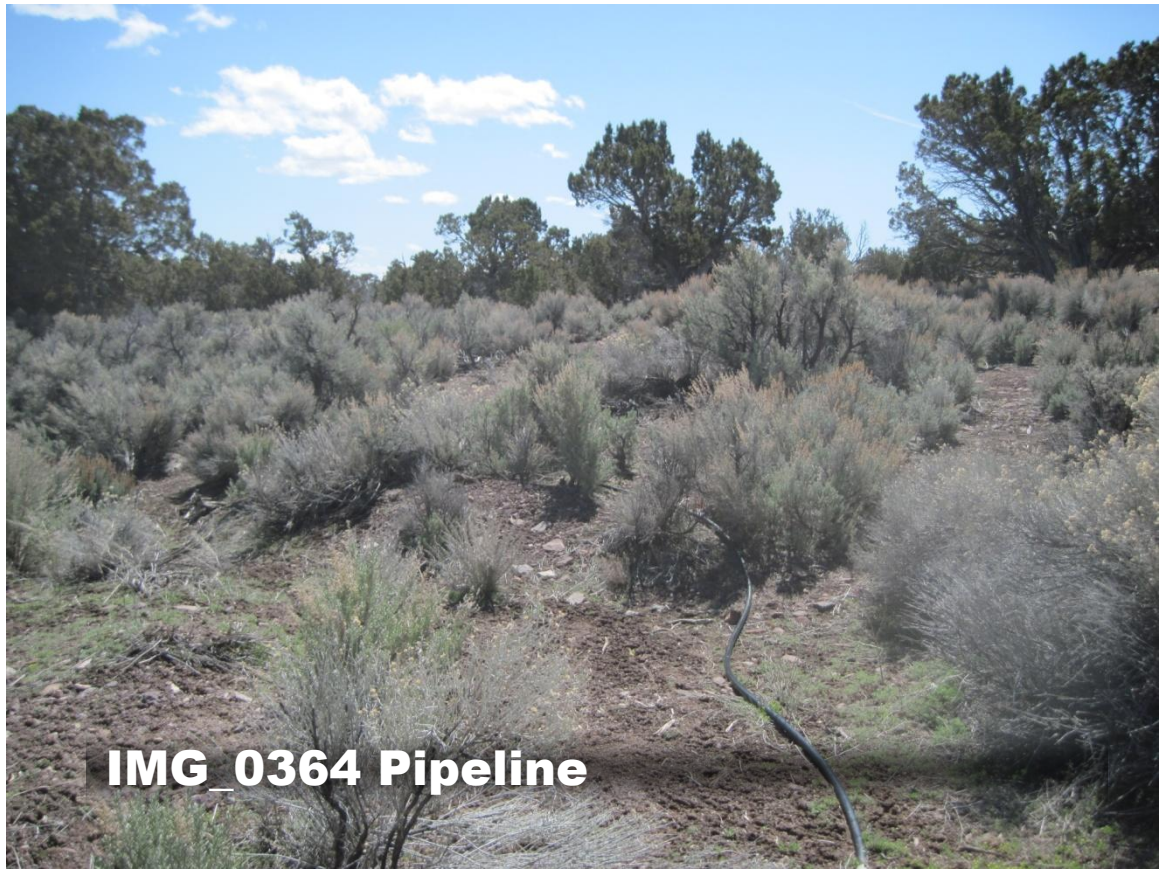
IMG_0359 Un-mapped Route

IMG_0360 Cedar Post Cutting

IMG_0361Un-mapped Route

IMG_0362 Fence line

IMG_0363 Culver Springs

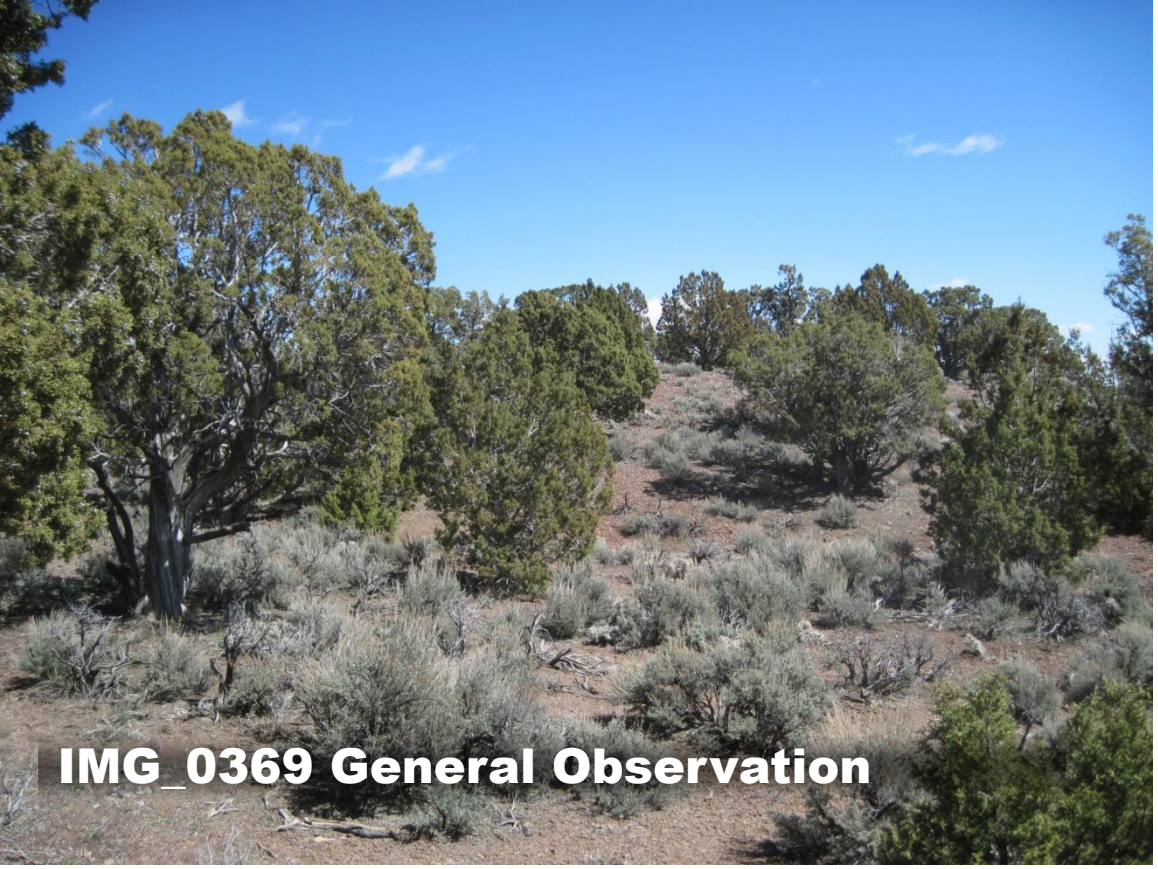

IMG_0364 Pipeline

IMG_0365 Route #053836

IMG_0366 Route #053836

CULVER SPRING
IMG_0367 Sign

IMG_0368 Route #053445


IMG_0369 General Observation

IMG_0370 Route #053445

IMG_0371 General Observation

IMG_0372 General Obseration

IMG_0373 Route #053324

IMG_0374 Route #053324

IMG_0375 General Observation

IMG_0376 Route #053324

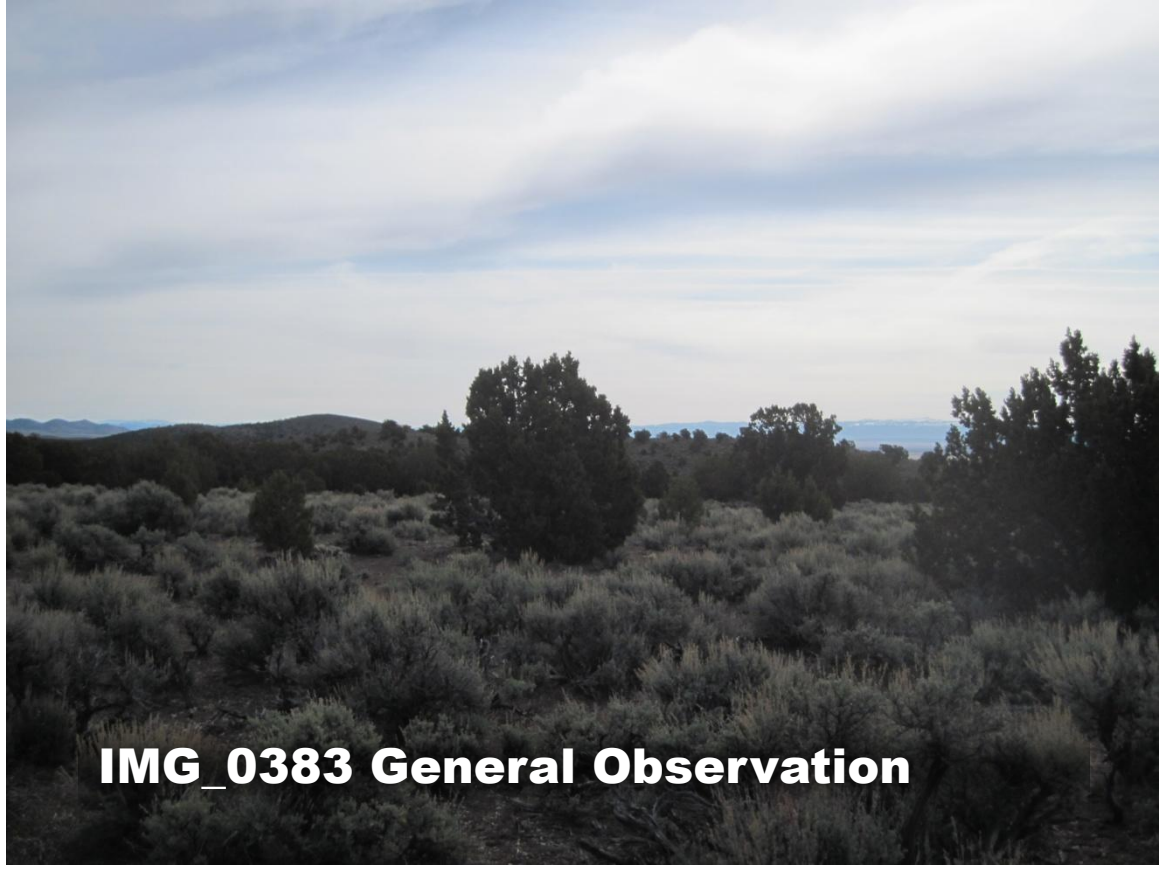
IMG_0377 Route #053324

IMG_0378 General Observation

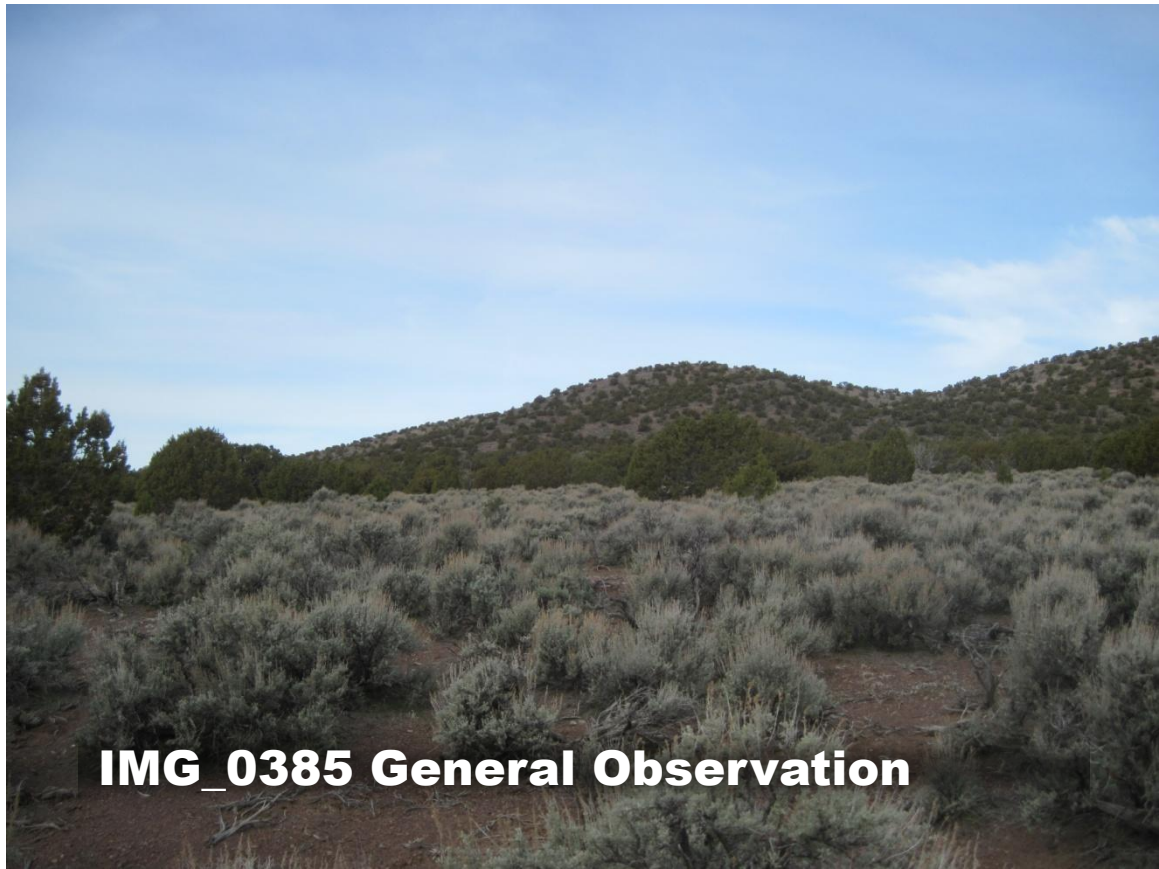
IMG_0379 General Observation

IMG_0380 General Observation

IMG_0382 Route #053443 Re-claimed


IMG_0383 General Observation

IMG_0384 Route #053443 Re-claimed

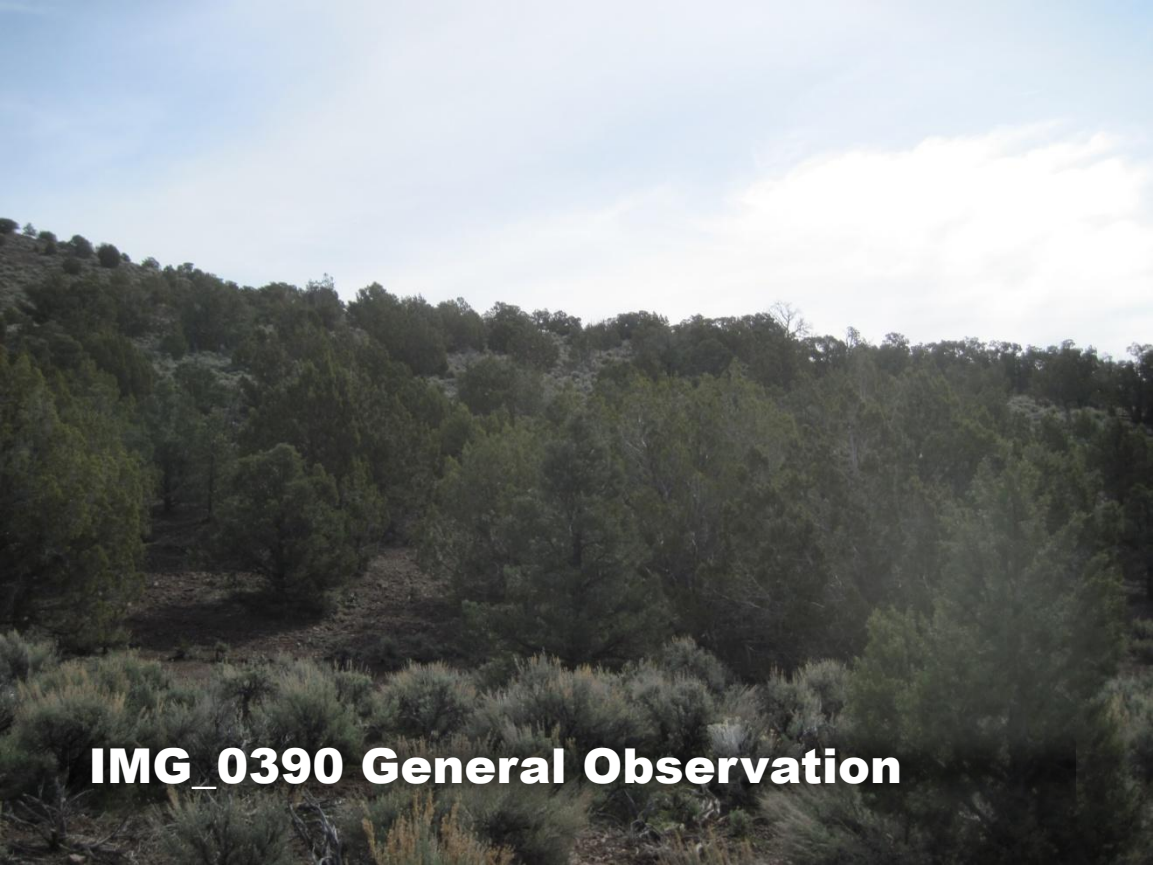

IMG_0385 General Observation

IMG_0386 Route #051510

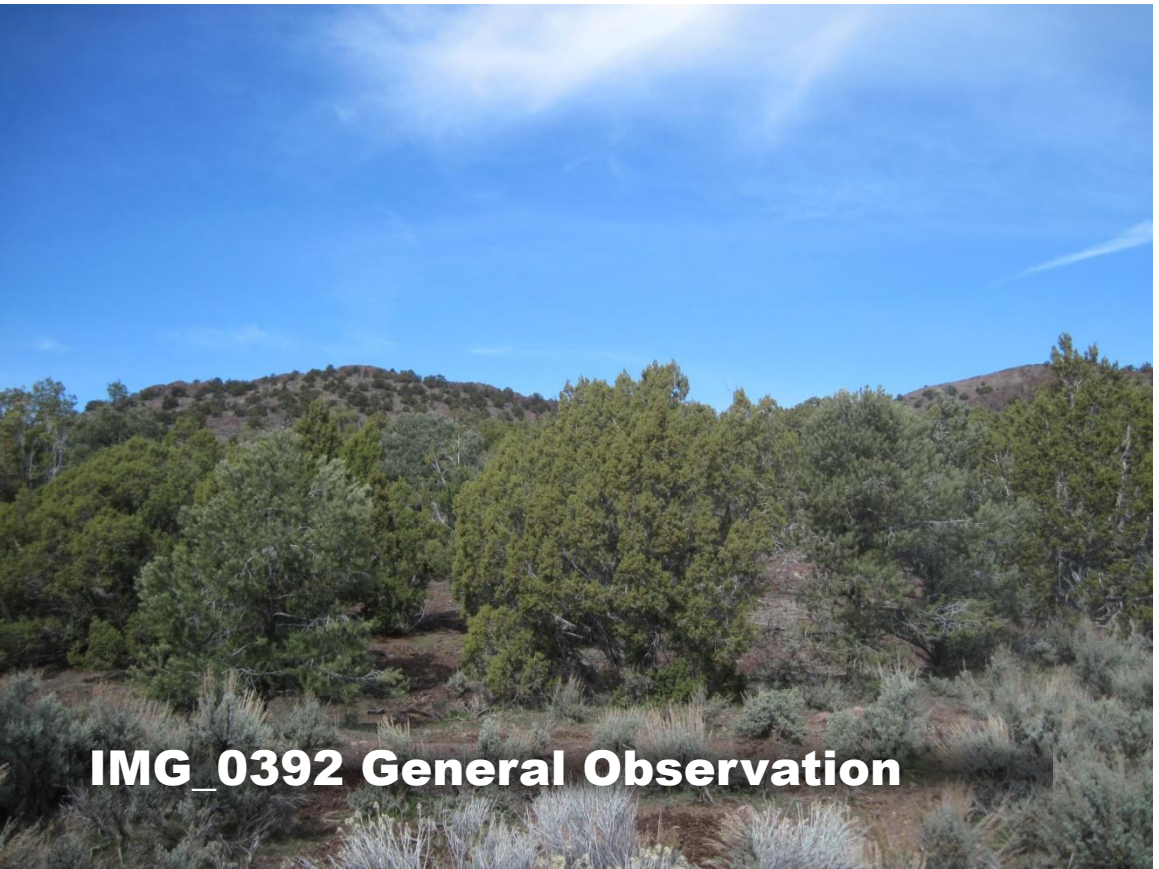
IMG_0387 Route #053324

IMG_0388 Route #053324

IMG_0389 Route #051510


IMG_0390 General Observation

IMG_0391 Route #051510


IMG_0392 General Observation

IMG_0393 Cedar Post Cutting

IMG_0394 General Observation

IMG_0395 General Observation

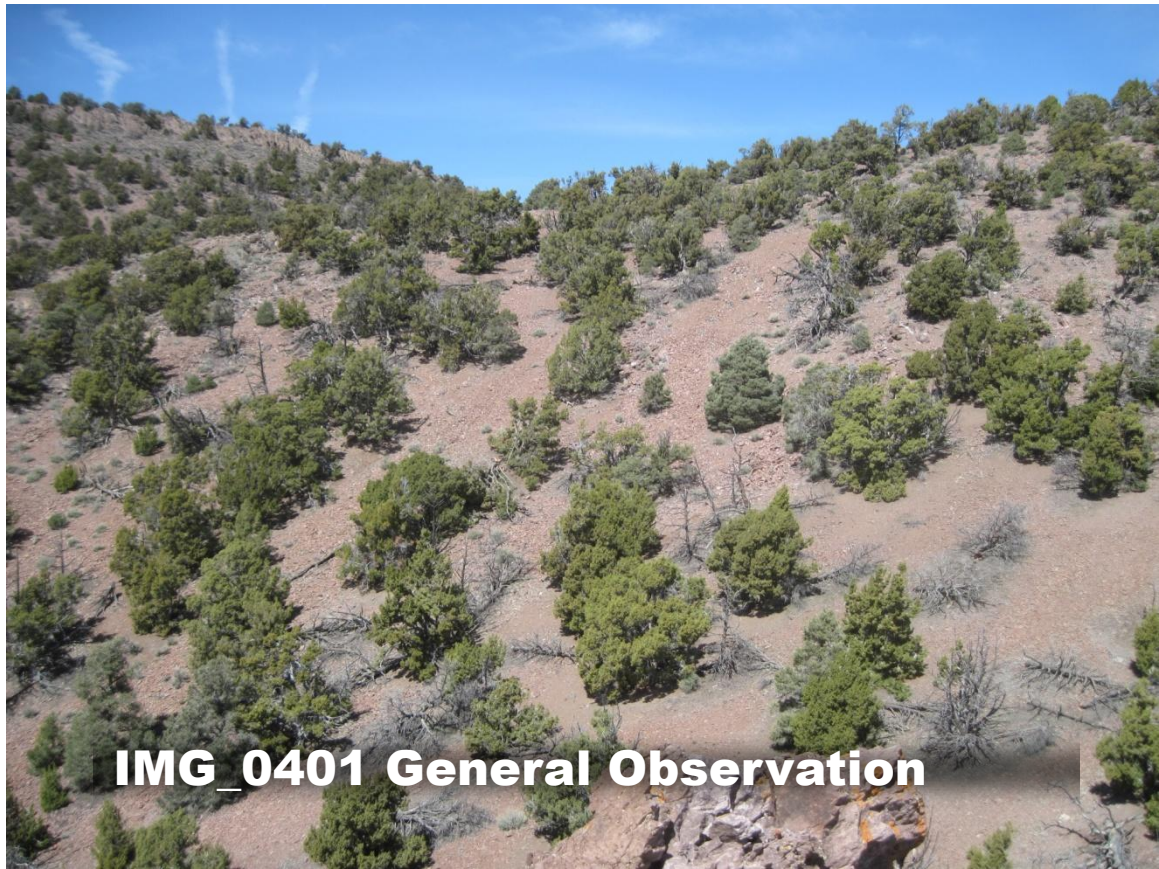
IMG_0396 General Observation

IMG_0397 General Observation

IMG_0398 General Observation

IMG_0399 General Observation

IMG_0400 General Observation


IMG_0401 General Observation

IMG_0402 Route #051510 End

IMG_0403 Route #051510

IMG_0404 Route #051510 Ext.

IMG_0405 General Observation

IMG_0406 Route #051510 Ext.

IMG_0407 General Observation

IMG_0408 Route #051510

IMG_0409 General Observation

IMG_0410 Route #051510

IMG_0411 General Observation

IMG_0416 Route #055804

IMG_0417 Route #055804

IMG_0418 Bible Springs Chaining

IMG_0419 Route #055804

IMG_0420 Route 055804

IMG_0421 Bible Springs Chaining

IMG_0422 Cedar post Cutting

IMG_0423 Cedar Post Cutting

IMG_0424 Cutting-Old

IMG_0425 Cedar Post Cutting

IMG_0426 General Observation

IMG_0427 Bible Springs Prospect Road

IMG_0428 General Observation

IMG_0429 Bible Springs Prospect Road

IMG_0430 Mining

IMG_0431 General Observation

IMG_0432 Bible Springs Prospect Road

IMG_0433 Mining

IMG_0434 Drill pad

IMG_0435 General Observation

IMG_0436 Un-mapped Route

IMG_0437 General Observation

IMG_0438 Mining

IMG_0439 General Observation

IMG_0440 General Observation

IMG_0441 General Observation

IMG_0442 General Observation

IMG_0443 General Observation

IMG_0444 Cedar Post Cutting

IMG_0445 General Observation

IMG_0446 General Observation

IMG_0447 General Observation

IMG_0448 General Observation

IMG_0449 Cutting-Old

IMG_0450 General Observation

IMG_0451 General Observation

IMG_0452 General Observation

IMG_0453 Cutting-Old

IMG_0454 General Observation

IMG_0455 Bible Springs Road

IMG_0456 Cedar Post Cutting

IMG_0457 Bible Springs Road

IMG_0458 Cedar Post Cutting

IMG_0459 Cutting

IMG_0460 Cutting

IMG_0461 Cutting

IMG_0462 Man-made Distrubance

IMG_0463 Man-Made Distrubance

IMG_0464 Bible Springs Road

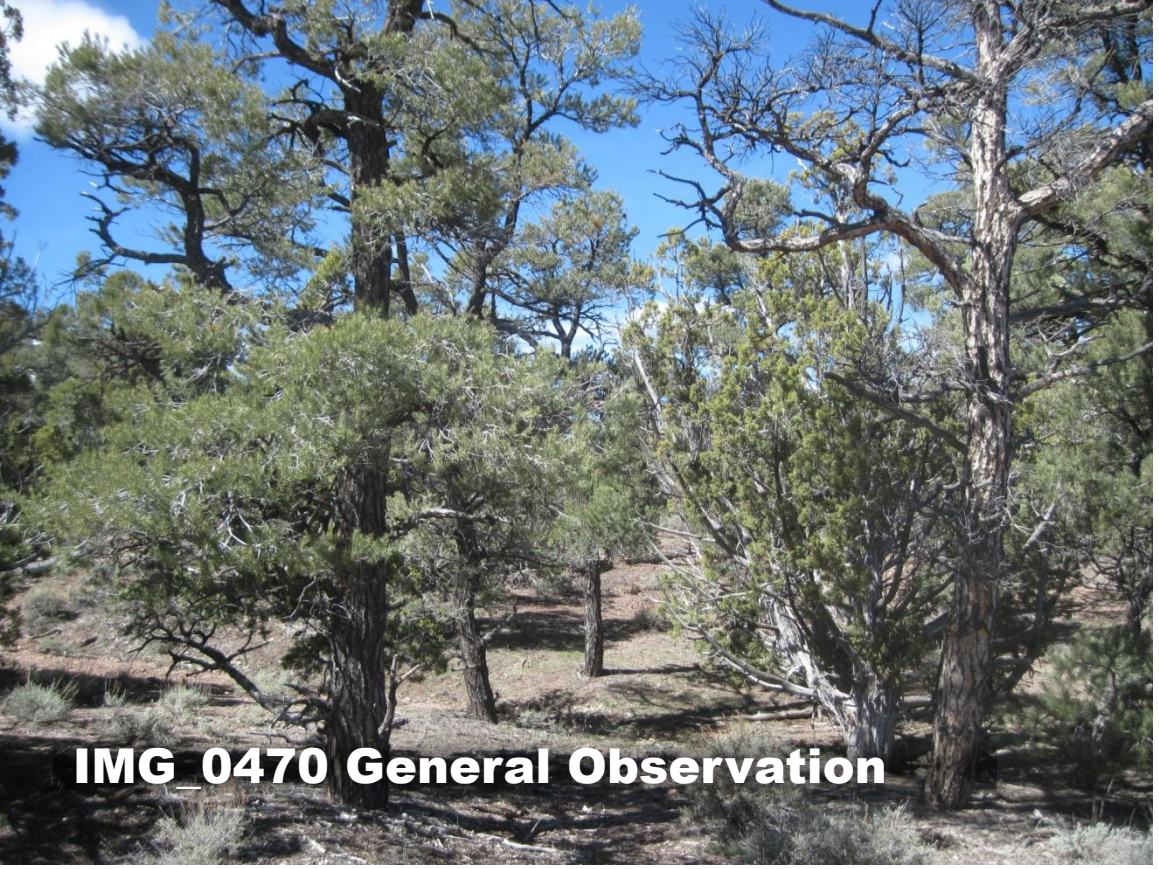
IMG_0465 Cedar Post Cutting

IMG_0466 Bible Springs Road

IMG_0467 Cutting

IMG_0468 Cutting

IMG_0469 Cutting


IMG_0470 General Observation

IMG_0471 General observation

IMG_0472 General Observation

IMG_0473 General Observation

IMG_0474 Cutting

IMG_0475 Bible Springs Road

IMG_0476 Cedar Post Cutting

IMG_0477 Bible Springs Road

IMG_0478 Bible Springs Road

IMG_0479 Cedar Post Cutting

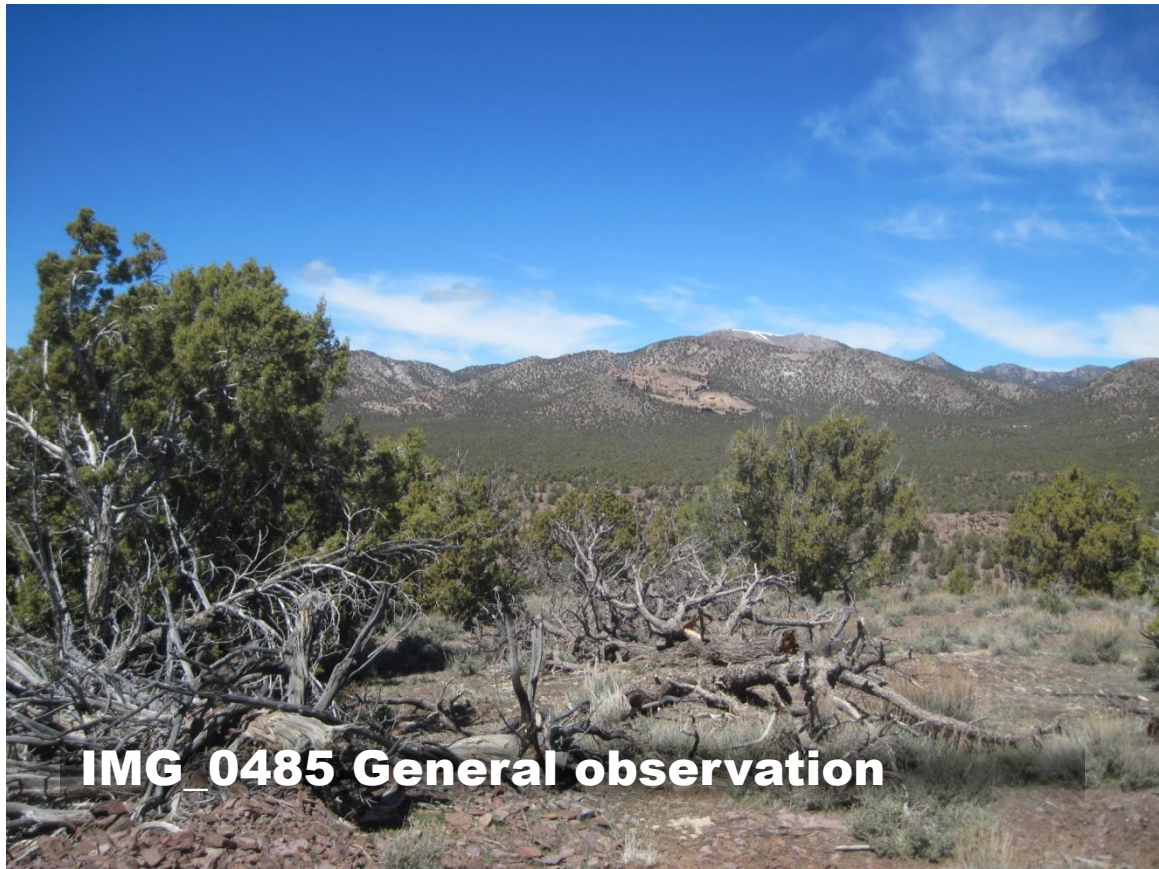
IMG_0480 Bible Springs Road

IMG_0481Trail Draw Road

IMG_0482 General Observation

IMG_0483 Un-mapped Route

IMG_0484 Trail Draw Road


IMG_0485 General observation

IMG_0486 Un-mapped Route

IMG_0487 General Observation

IMG_0488 Un-mapped Route

IMG_0489 Trail Draw Road

IMG_0490 General Observation

IMG_0491 Trail Draw Road

IMG_0492 General Observation

IMG_0493 Trail Draw Road

IMG_0494 General Observation

IMG_0495 Trail Draw Road

IMG_0496 Cutting

IMG_0497 Trail Draw Road

IMG_0498 General Observation

IMG_0499 Trail Draw Road

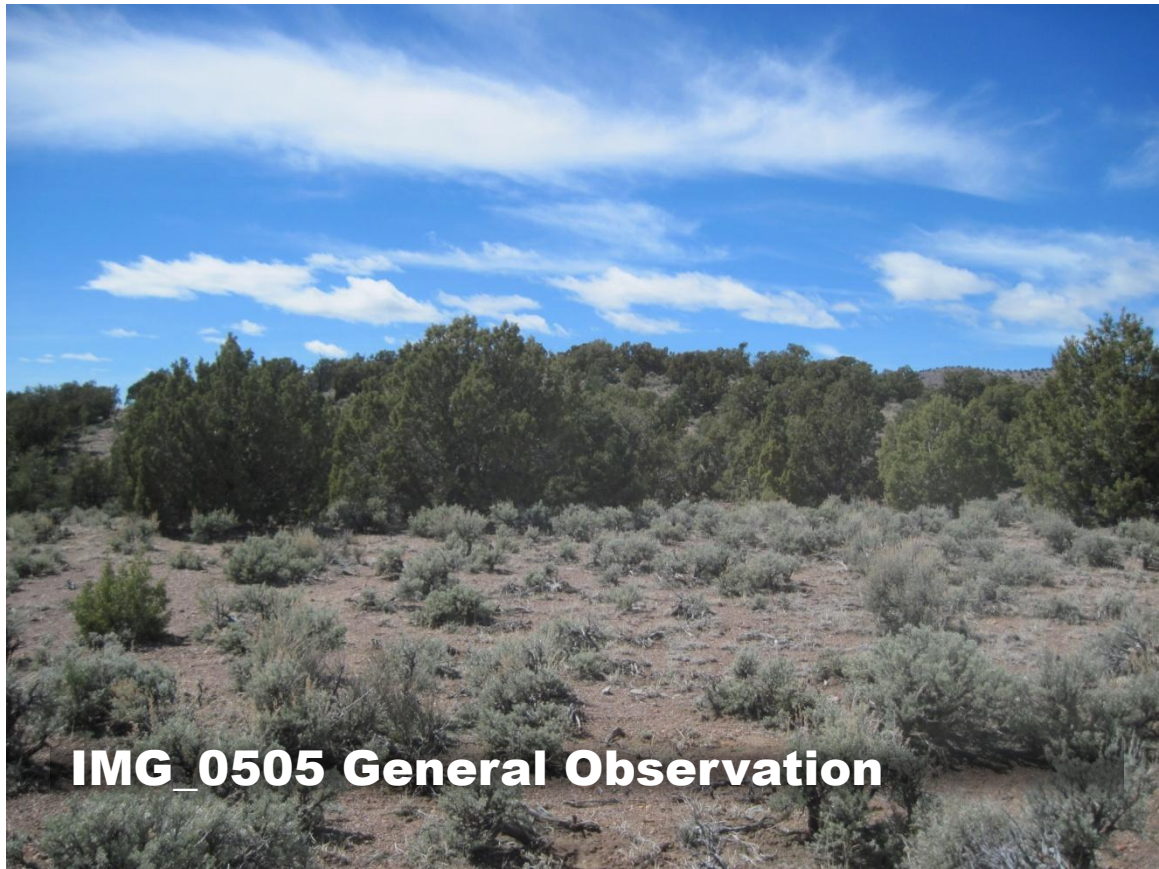
IMG_0500 General Observation

IMG_0501 Trail Draw Road

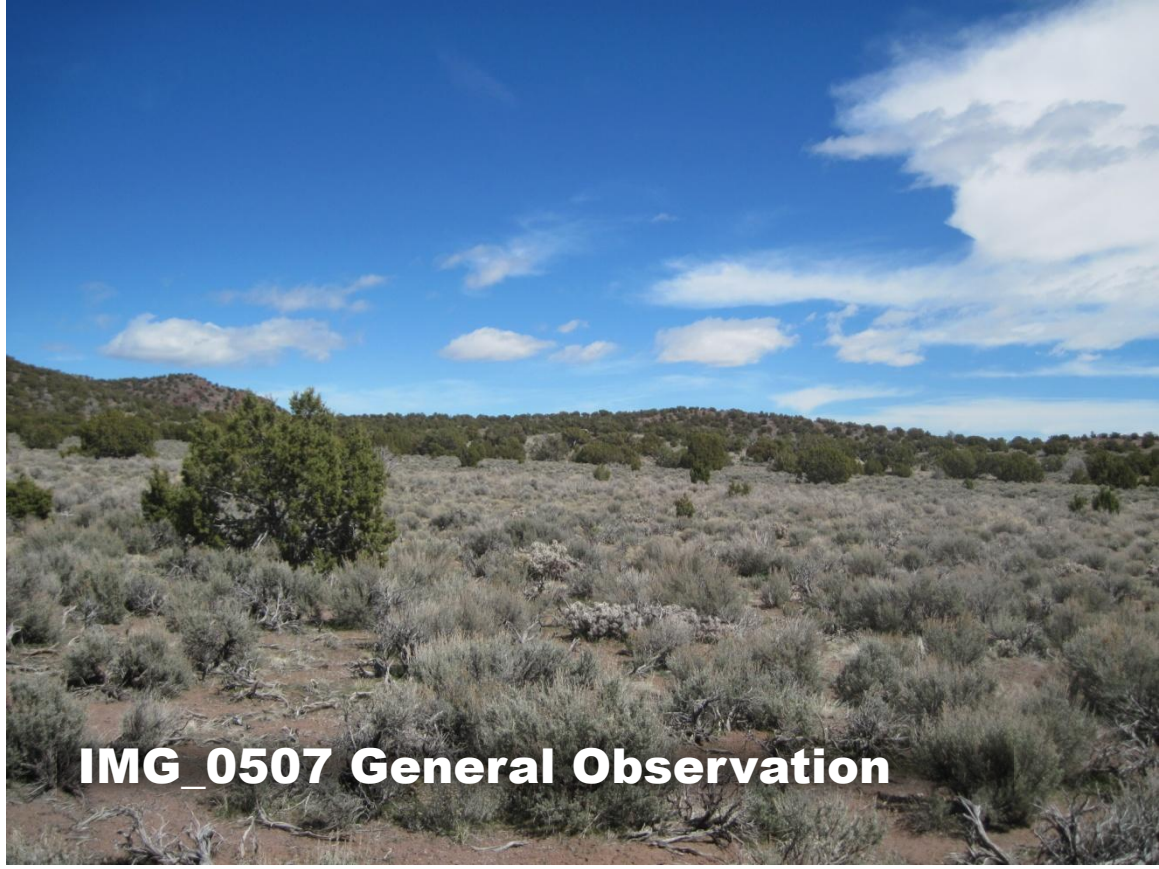
IMG_0502 General Observation

IMG_0503 General Observation

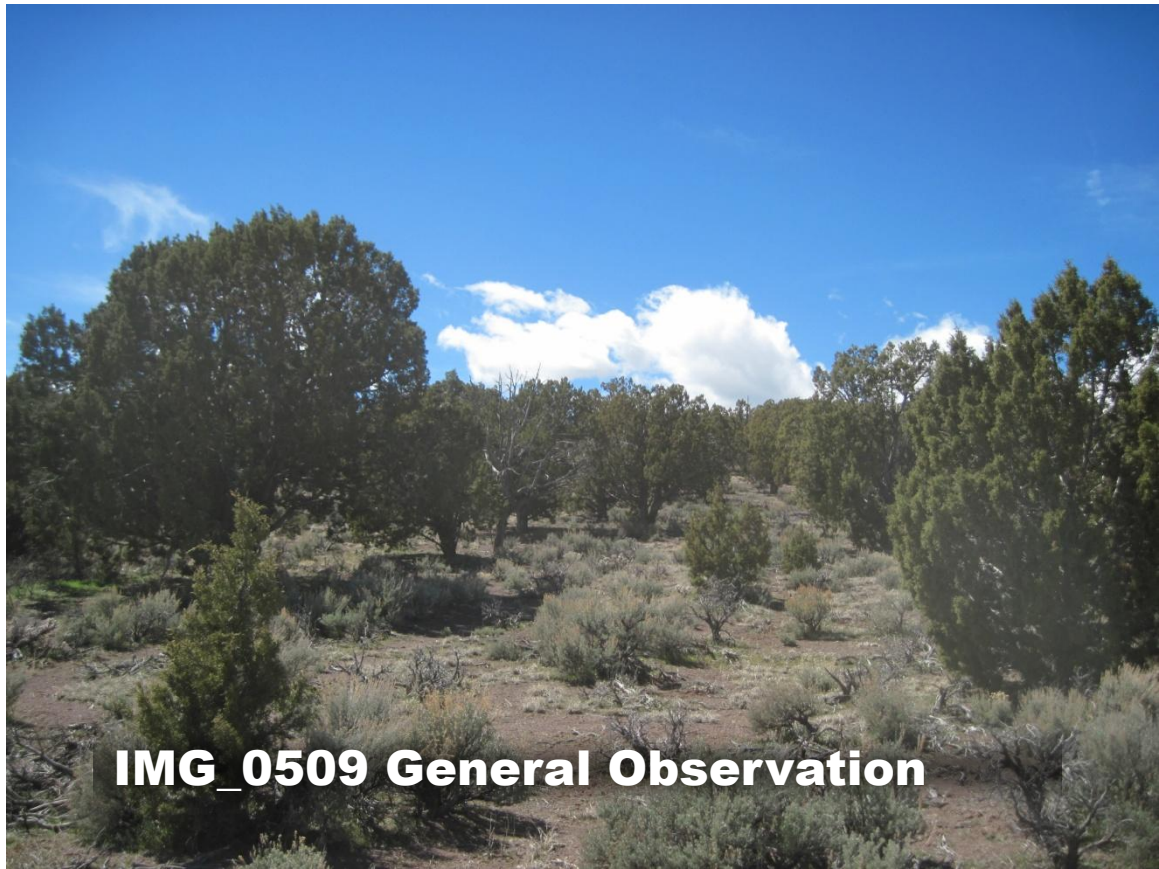
IMG_0504 Trail Draw Road


IMG_0505 General Observation

IMG_0506 Trail Draw Road


IMG_0507 General Observation

IMG_0508 Trail Draw Road


IMG_0509 General Observation

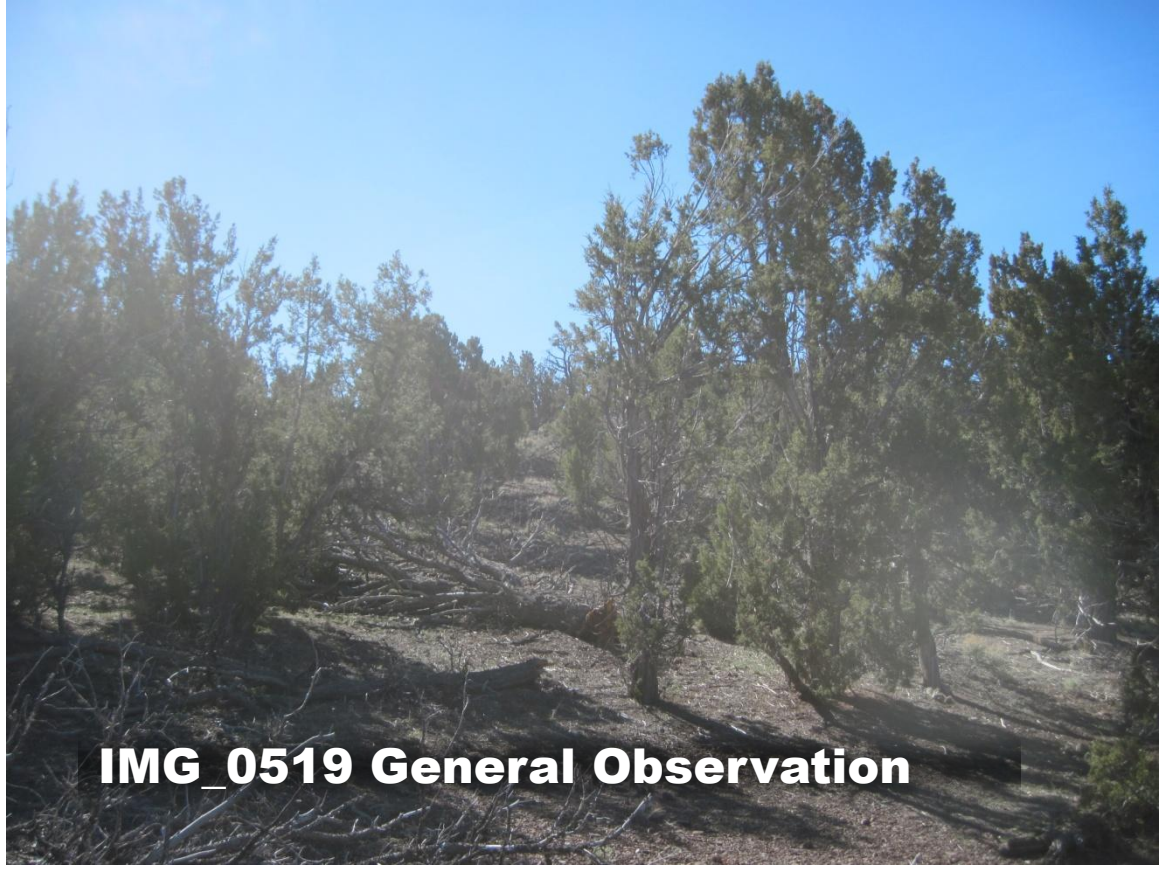
IMG_0510 Trail Draw Road

IMG_0511Mackelprang Loop Road

IMG_0512 Mackelprang Loop Road

IMG_0517 General Observation

IMG_0518 General Observation


IMG_0519 General Observation

IMG_0520 General Observation

IMG_0521 General Observation

IMG_0522 General Observation

IMG_0523 General Observation

IMG_0524 General Observation

IMG_0525 General Observation

IMG_0526 General Observation

IMG_0527 General Observation

IMG_0528 General Observation

IMG_0529 General Observation

IMG_0530 General Observation

IMG_0531 General Observation

IMG_0532 General Observation

IMG_0533 General Observation

IMG_0534 General Observation

IMG_0535 General Observation

IMG_0536 General Observation

IMG_0537 General Observation

IMG_0538 Bible Springs Road

IMG_0539 General Observation

IMG_0540 General Observation

IMG_0541 Route #054448

IMG_0542 General Observation

IMG_0543 Route #054448

IMG_0544 General Observation

IMG_0545 Route #054448

IMG_0546 Route #054448

IMG_0547 General Observation

IMG_0548 Mackelprang Loop Road

IMG_0549 Mackelprang Loop Road

IMG_0550 Route #L104888

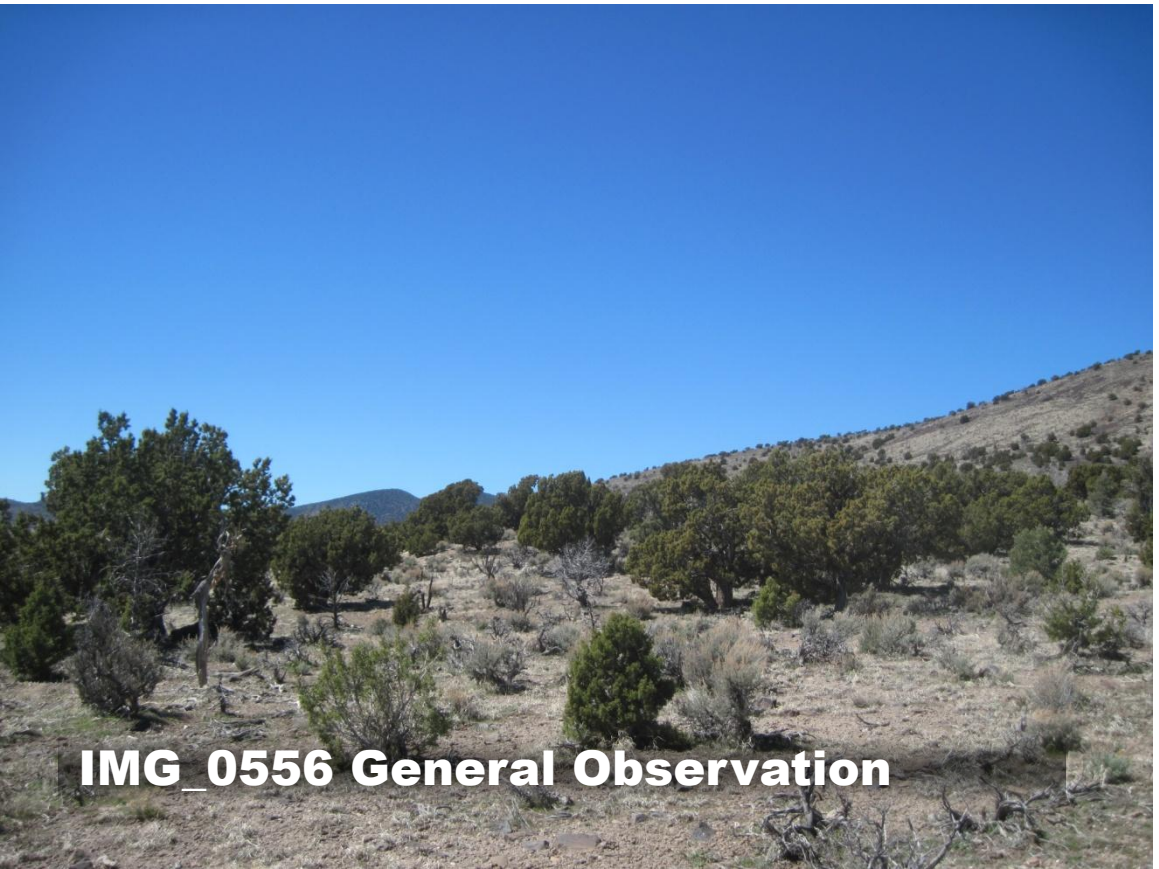
IMG_0551 Mackelprang Loop Road

IMG_0552 Mackelprang Loop Road

IMG_0553 General Observation

IMG_0554 General Observation

IMG_0555 General Observation

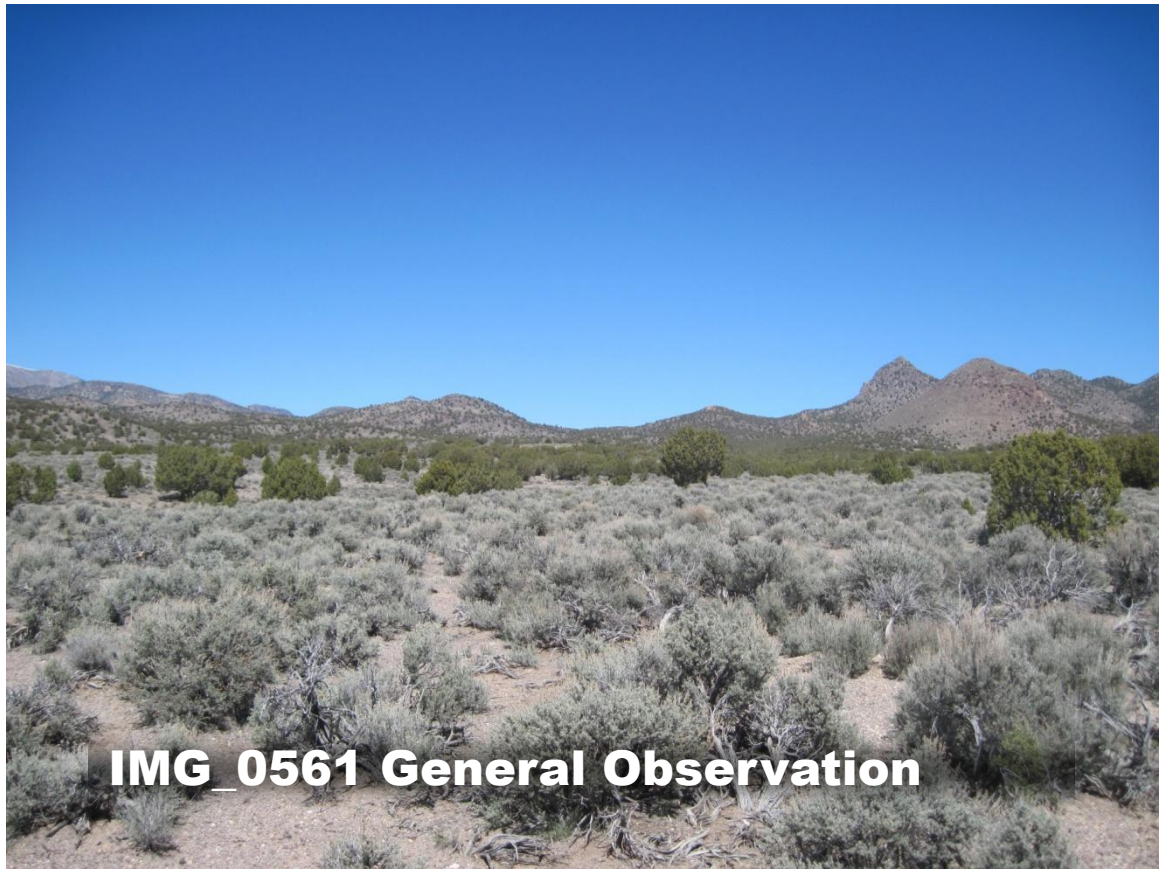

IMG_0556 General Observation

IMG_0557 General Observation

IMG_0558 Old Enclosure

IMG_0559 General Observation

IMG_0560 Old Enclosure


IMG_0561 General Observation

IMG_0562 Mackelprang Loop Road

IMG_0563 Mackelprang Loop Road

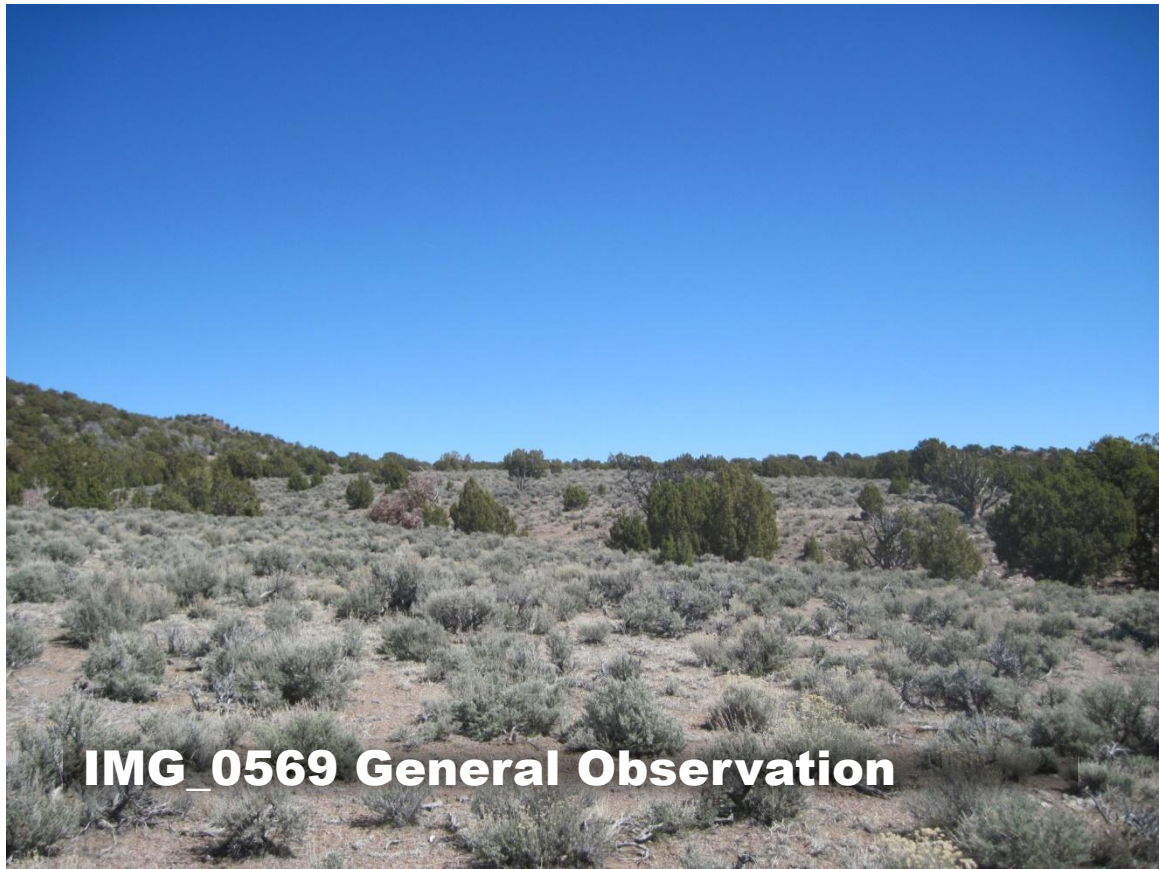
IMG_0564 General Observation

IMG_0565 Mackelprang Loop Road

IMG_0566 Mackelprang Loop Road

IMG_0567 Route #L104891

IMG_0568 General Observation


IMG_0569 General Observation

IMG_0570 Route #L104891

IMG_0571 General Observation

IMG_0572 General Observation

IMG_0573 Route #L104891

IMG_0574 Route #L104891

IMG_0575 General Observation

IMG_0576 Route #L104891

IMG_0577 General Observation

IMG_0578 Route #L104891 End

IMG_0579 Route #L104891

IMG_0580 General Observation

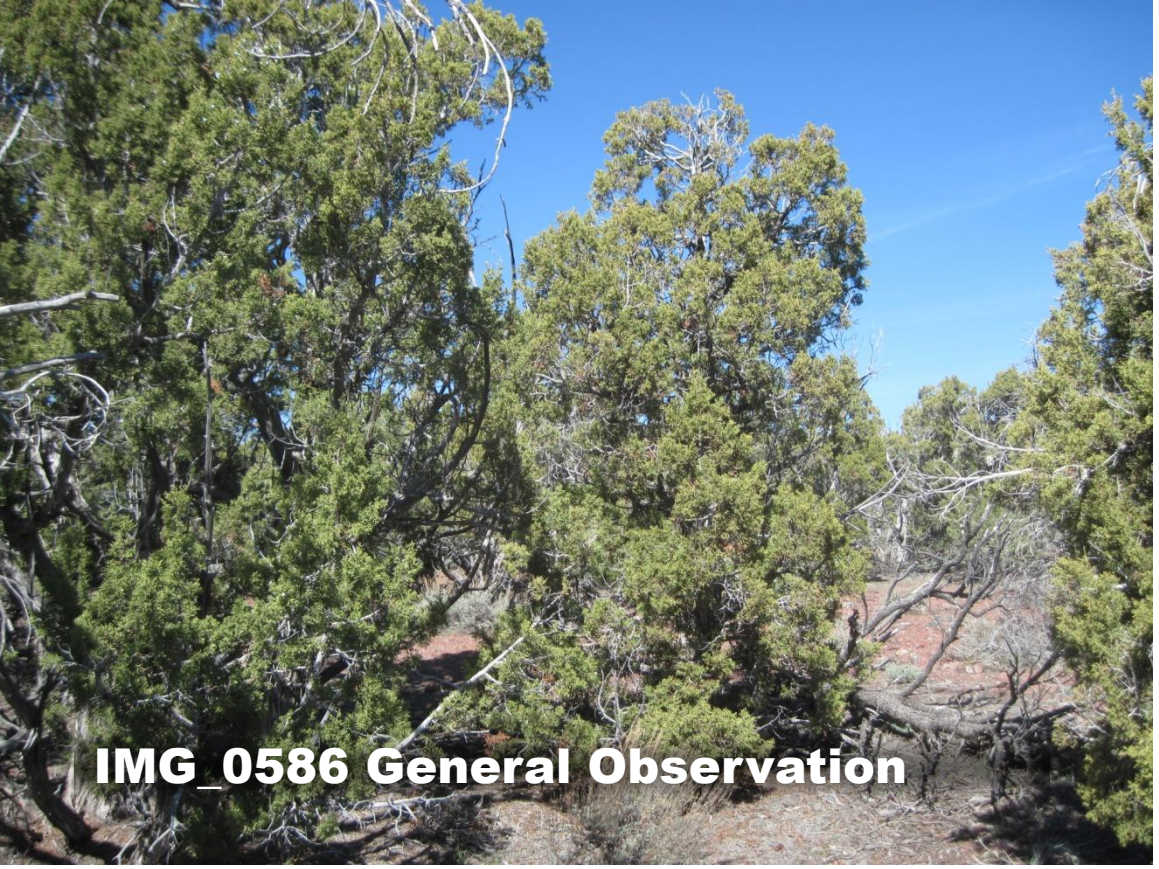
IMG_0581 General Observation

IMG_0582 General Observation

IMG_0583 General Obseration

IMG_0584 General Observation

IMG_0585 General Observation


IMG_0586 General Observation

IMG_0587 General Observation

IMG_0588 General Observation

IMG_0589 General Observation

IMG_0590 General observation

IMG_0591 Un-mapped Route

IMG_0592 Cedar Post Cutting

IMG_0593 Un-mapped Route

IMG_0594 General Observation

IMG_0595 Un-mapped Route

IMG_0596 Cedar Post Cutting

IMG_0597 Cedar Post Cutting

IMG_0598 General Observation

IMG_0599 General Observation

IMG_0600 General Observation

IMG_0601 General Observation

IMG_0602 General Observation

IMG_0603 General Observation

IMG_0604 General Observation

IMG_0605 General Observation

IMG_0606 General Observation

IMG_0607 General Observation

IMG_0608 General Observation

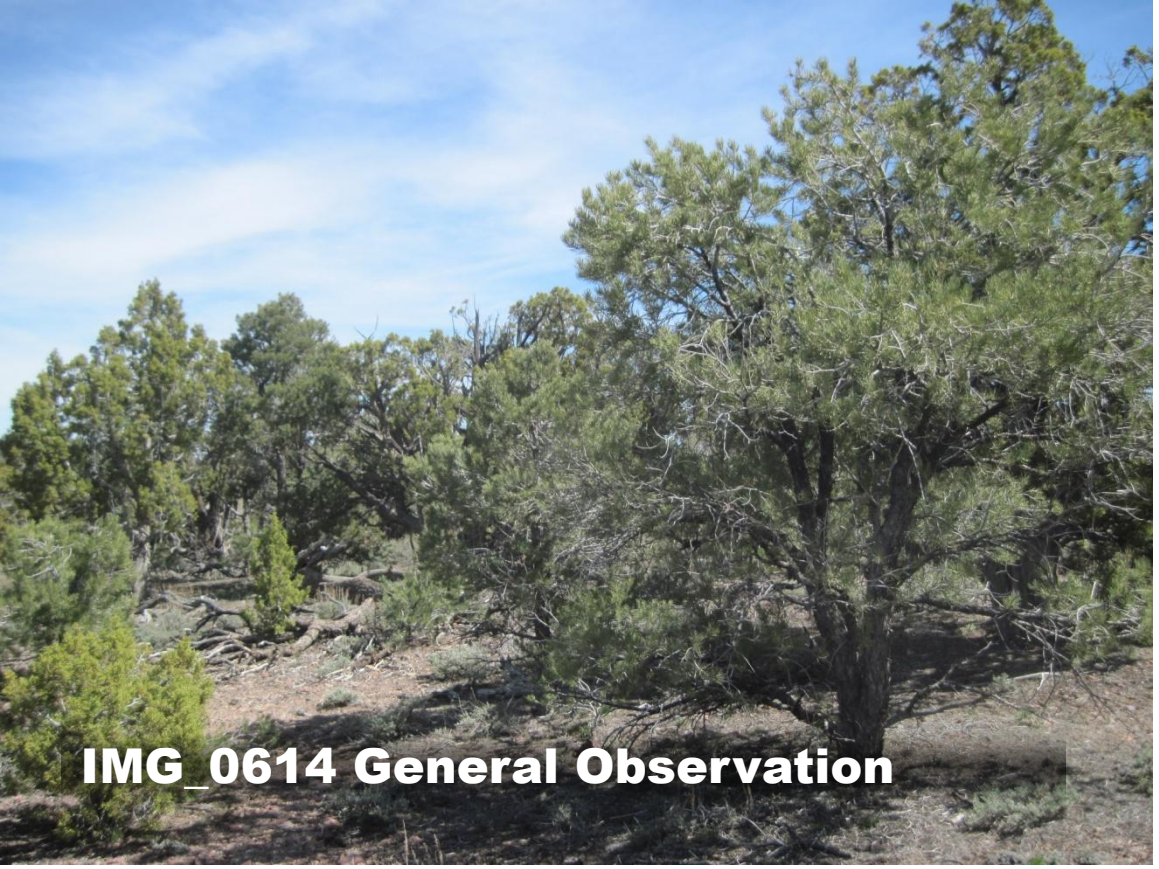
IMG_0609 General Observation

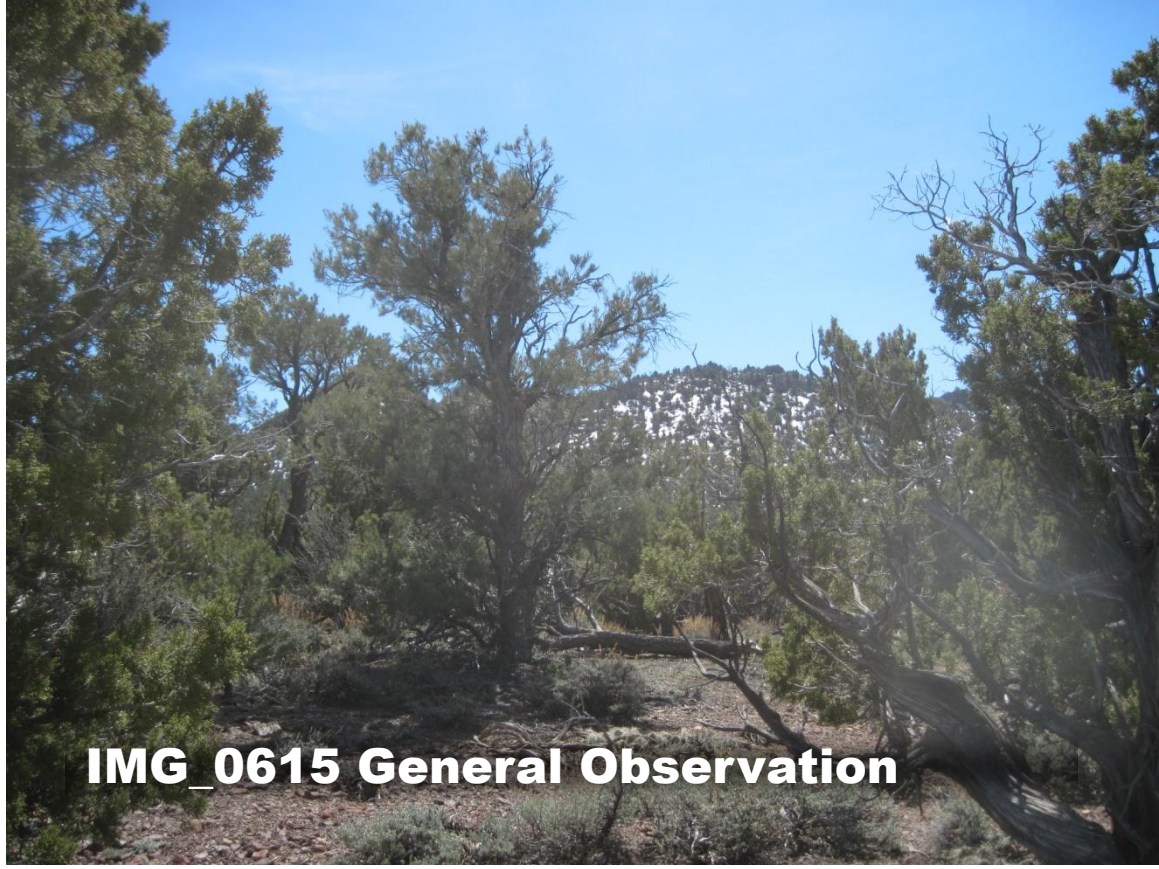
IMG_0610 General Observation

IMG_0611 General Observation

IMG_0612 General Observation

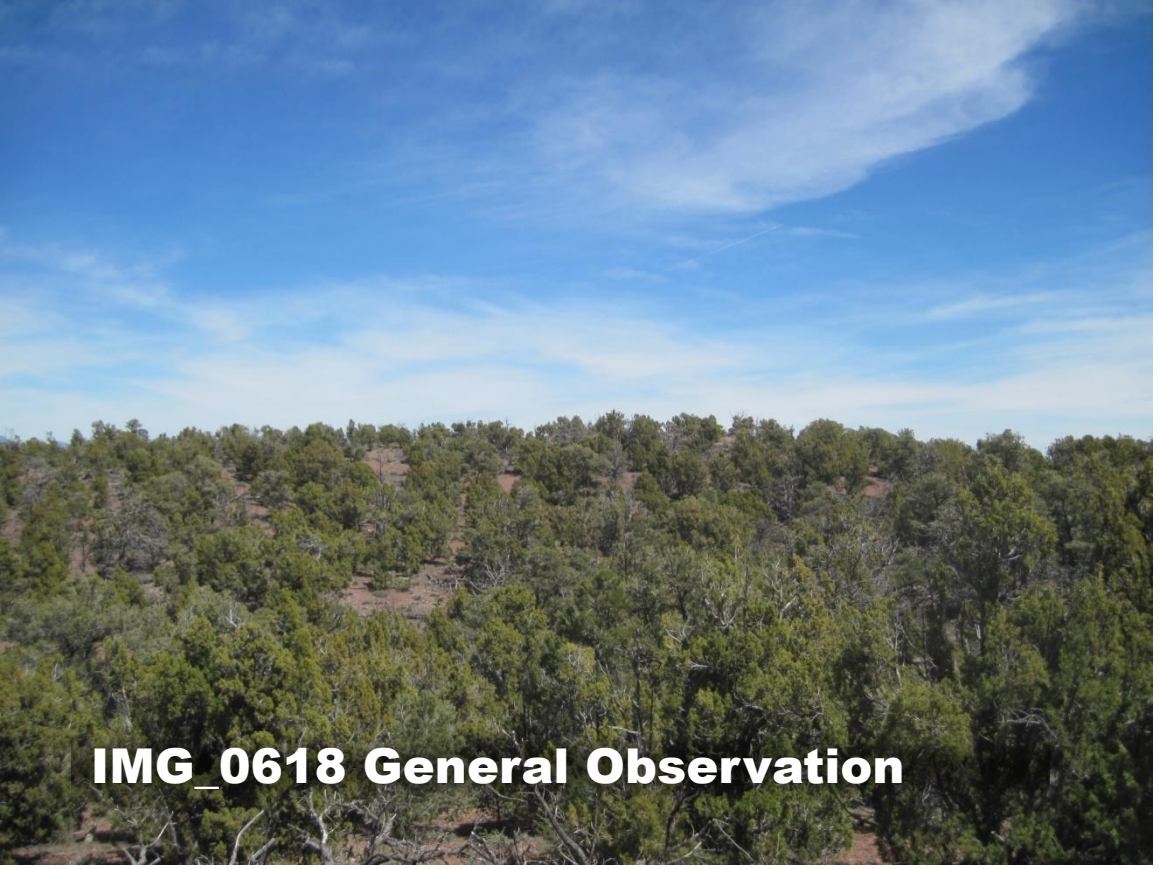
IMG_0613 General Observation


IMG_0614 General Observation


IMG_0615 General Observation

IMG_0616 General Observation

IMG_0617 General Observation


IMG_0618 General Observation

IMG_0619 General Observation

IMG_0620 General Observation

IMG_0621 Cutting-old

IMG_0622 Cutting

IMG_0623 Cutting

IMG_0624 Cedar Post Cutting

WILDERNESS CHARACTERISTICS INVENTORY
APPENDIX C – ROUTE ANALYSIS[1]

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

Wilderness Characteristics Inventory Area Unique Identifier: UT-C010-108-North Peak

Route or Route Segment[3] Name and/or Identifier: L104885-Bible 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: IMG_0538, IMG_0540

Describe: Bladed road

GPS-UTM (start of route) N 4213313 E 265256	GPS-UTM (End of route) N 4207437 E 257784

II. ROUTE CONTEXT

A. Current Purpose[4] (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 for ranching and general travel in the area.

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 was bladed in the summer of 2011

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 and recently bladed.

B.2. If the route or route segment is in good[5] 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:

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: Vehicle track were observed in the field

IV. CONCLUSION:

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

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

Explanation[8]: This is the same boundary that was identified in the citizen proposal. This route is currently the northern boundary of this inventory unit, it is also the southern boundary for Steamboat Mountain Inventory unit.

Evaluator(s): Jack Sathe **Date:** 03/30/2011

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 ANALYSIS[1]
Factors to consider when determining whether a route is a road2 for wilderness characteristics inventory purposes

Wilderness Characteristics Inventory Area Unique Identifier: UT-C010-108-North Peak

Route or Route Segment[3] Name and/or Identifier: L104887 MACKELPRANG LOOP
(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: IMG_0511, IMG_0512, IMG_0562, IMG_0563, IMG_0565, IMG_0566

Describe: Bladed road

GPS-UTM (start of route)	GPS-UTM (End of route)
N 4206918	N 4206373
E 259306	E 261755

II. ROUTE CONTEXT

A. Current Purpose[4] (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 for ranching and general travel in the area.

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 berms were observed in the field, but do think that is road has been bladed for years

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, although this road has not been bladed for years it was at one time bladed most likely when mining activities were occurring in the area.

B.2. If the route or route segment is in good[5] 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:

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: Evidence of vehicle tracks were observed in the field. Regular use is still light –typical two track

IV. CONCLUSION:

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

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

Explanation[8]: This is the same boundary that was identified in the citizen proposal.

Evaluator(s): Jack Sathe **Date:** 03/31/2011

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 ANALYSIS[1]
Factors to consider when determining whether a route is a road2 for wilderness characteristics inventory purposes

Wilderness Characteristics Inventory Area Unique Identifier: UT-C010-108-North Peak

Route or Route Segment[3] Name and/or Identifier: L104889 Trail Draw
(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: IMG_0489, IMG_0491, IMG0493, IMG_0495, IMG_0497, IMG_0499, IMG_0501, IMG_0504, IMG_0506, IMG_0508, IMG_0510

Describe: Cutoff route between Bible Springs road and Mackelprang road.

GPS-UTM	GPS-UTM
(start of route)	(End of route)
N 4213313	N 4207437
E 265256	E 257784

II. ROUTE CONTEXT

A. Current Purpose[4] (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 for ranching, hunting and general travel in the area.

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 roadside berm were observed in the field, although it has been some time since this road had been bladed.

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 for a very long time.

B.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: Access for permitees.

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: Did observe vehicle track in the field but old, Regular use is low due to vegetation growing on the road surface.

IV. CONCLUSION:

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

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

Explanation[8]: This route was not identified as a boundary for this unit by the citizen proposal. This road meets the FLPMA definition of a road and will be used as a boundary for this inventory.

Evaluator(s): Jack Sathe **Date:** 03/30/2011

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 ANALYSIS[1]
Factors to consider when determining whether a route is a road2 for wilderness characteristics inventory purposes

Wilderness Characteristics Inventory Area Unique Identifier: UT-C010-108-North Peak

Route or Route Segment[3] Name and/or Identifier: RT 054448 - WILSON PIPE LINE CUTOFF
(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: IMG_0541, IMG_0543, IMG_0545, IMG_0546

Describe: This is a bladed road that follows a pipeline

GPS-UTM (start of route) N 4207412 E 257797	GPS-UTM (End of route) N 4206905 E 259318

II. ROUTE CONTEXT

A. Current Purpose[4] (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 for a pipeline

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: Large Berm along the road

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: Some drainage features placed along the road.

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: Roadside berm is evident where pipe line was constructed

B.2. If the route or route segment is in good[5] 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: Any future maintenance on pipe line if needed

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: Vehicle track were observed in the field

IV. CONCLUSION:

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

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

Explanation[8]: This is the same boundary that was identified in the citizen proposal.

Evaluator(s): Jack Sathe **Date:** 03/31/2011

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-040-108 & southern portion of UT-040-103

a) Inventory Source: BLM Utah Initial Wilderness Inventory Proposal April 1979
b) Inventory Area Unique Identifier(s): UT-040-108/UT-040-103 (1979) & **(**UT-C010-108, 108B, 108C) (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-040-108	**Yes**	**No**	**N/A**	**N/A**	**N/A**
UT-040-103	**Yes**	**No**	**N/A**	**N/A**	**N/A**