

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

Dave Jacobson, Elizabeth Burghard, Allison Ginn Date: 8-12-2015-Field Reviewed and Modified.

(Name, Title, Date)

Reviewed by (District or Field Manager):

Name: Elizabeth R Burghard title: Field Manager

Date: 12/22/15

* 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-C010-108C-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 [X] No
2. Does the area appear to be natural? [] Yes [] No [X] N/A
3. Does the area offer outstanding opportunities for solitude or a primitive and unconfined type of recreation? [] Yes [] No [X] N/A
4. Does the area have supplemental values? [] Yes [] No [X] 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.
[X] 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

Dave Jacobson, Elizabeth Burghard, Allison Ginn Date: 8-12-2015-Field Reviewed and Updated

(Name, Title, Date)

Reviewed by (District or Field Manager):

Name: Elizabeth Burghard Title: Field Manager

Date: 12/22/15

* 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: 7,854

(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 formed by roads L104885- and L105007. The eastern boundary is formed by road L104870 and private land. The southern boundary is formed by private land and roads L104892 and L104887-. The western boundary is formed by road L104889-.

(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):

Unit description: The unit is comprised of BLM land with private and State lands bordering it. The unit is located west of Pine Valley road, approximately 42 miles northwest of Cedar City, Utah. The topography in the area ranges from steep in the higher elevations 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 have an abundance of cheatgrass, black sage and rabbitbrush; however, perennial grasses are present.

Summary of major human uses/activities: The northern portion of the unit has some evidence of fuel wood and post cutting along road L105007, Bible Spring Loop. The northern portion of the unit has evidence of a large vegetation treatment such as chaining but to the average visitor of the area would appear natural due to the size of the trees and the vegetation growth on the landscape. There are primitive routes within the unit, though they are distributed throughout the unit as to not constitute a cumulative impact to the naturalness of the unit. The unit also contains a few range developments such as fence lines and water lines though they are mostly on the outer edges of the unit. The previous boundary for subunit UT-C010-108A in the 2011 and updated 2014 inventory was located at the toe of the slope to eliminate portions of the unit that were chained and used for fuel wood cutting by the public. An August 2015 field visit indicated that there was no discernable difference between subunit UT-C010-108A and portions of the unit containing apparent naturalness (UT-C010-108). Subunit (UT-C010-108A) was merged into the main unit (UT-C010-108) along with the subunit UT-C010-108B. Subunit UT-C010-108B has a few primitive routes and was initially subdivided based on the routes 6301 -Wilderness Characteristics Inventory, BLM MANUAL 6-129 03/15/2012

impacts to naturalness, though during the field review in August 2015 this small 303 acre subunit was merged back with 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):

The portion of the unit located in the North Peak range does have outstanding opportunities for solitude. The rugged topography and dense woodlands provide exceptional 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 opportunities for primitive and unconfined types of recreation though they are not outstanding. During the August 2015 field review the team determined that the primitive types of recreation that are available within this unit such as hiking, horseback riding and hunting are not outstanding and are similar in nature to the same types of opportunities within the western side of Iron County and surrounding areas.

(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 North Peaks offer many geologic features with its rocky outcrops and exposed rock features.

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

Area Unique Identifier: UT-C010-108C -North Peak

Acreage: 2,058

(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 northwestern boundary is road L104885-, the eastern boundary is the wilderness Inventory road L104889-. Road L104889- cut this sub unit off of the main unit and does not meet the size criteria. The southern boundary based on roads L104887- and RT 054448A.

(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?

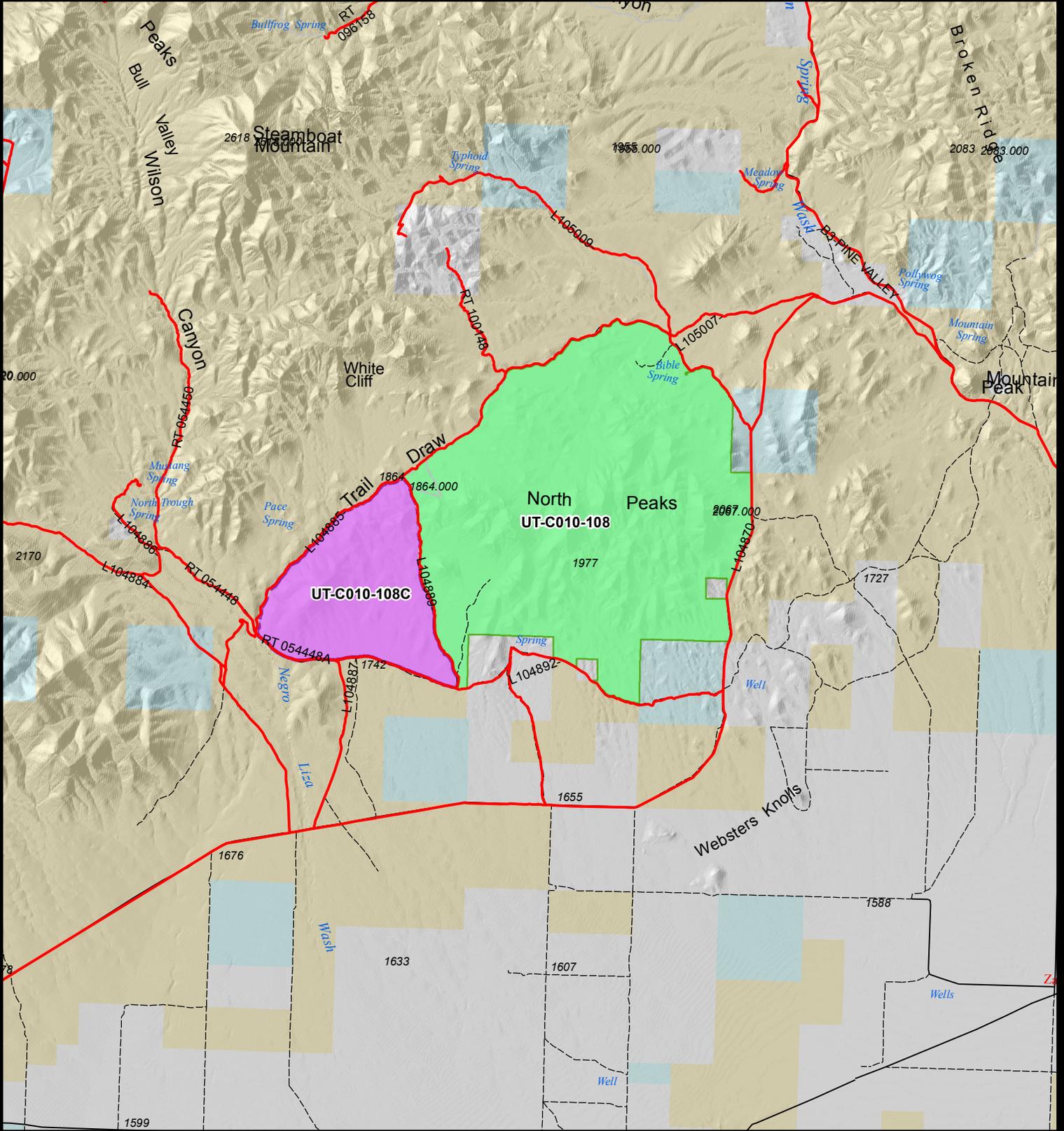
Yes No N/A

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):

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



Inventory Unit

- No Wilderness Character
- Wilderness Character

Wilderness Inventory_Road

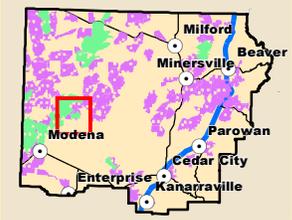
- Yes

Land Status

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

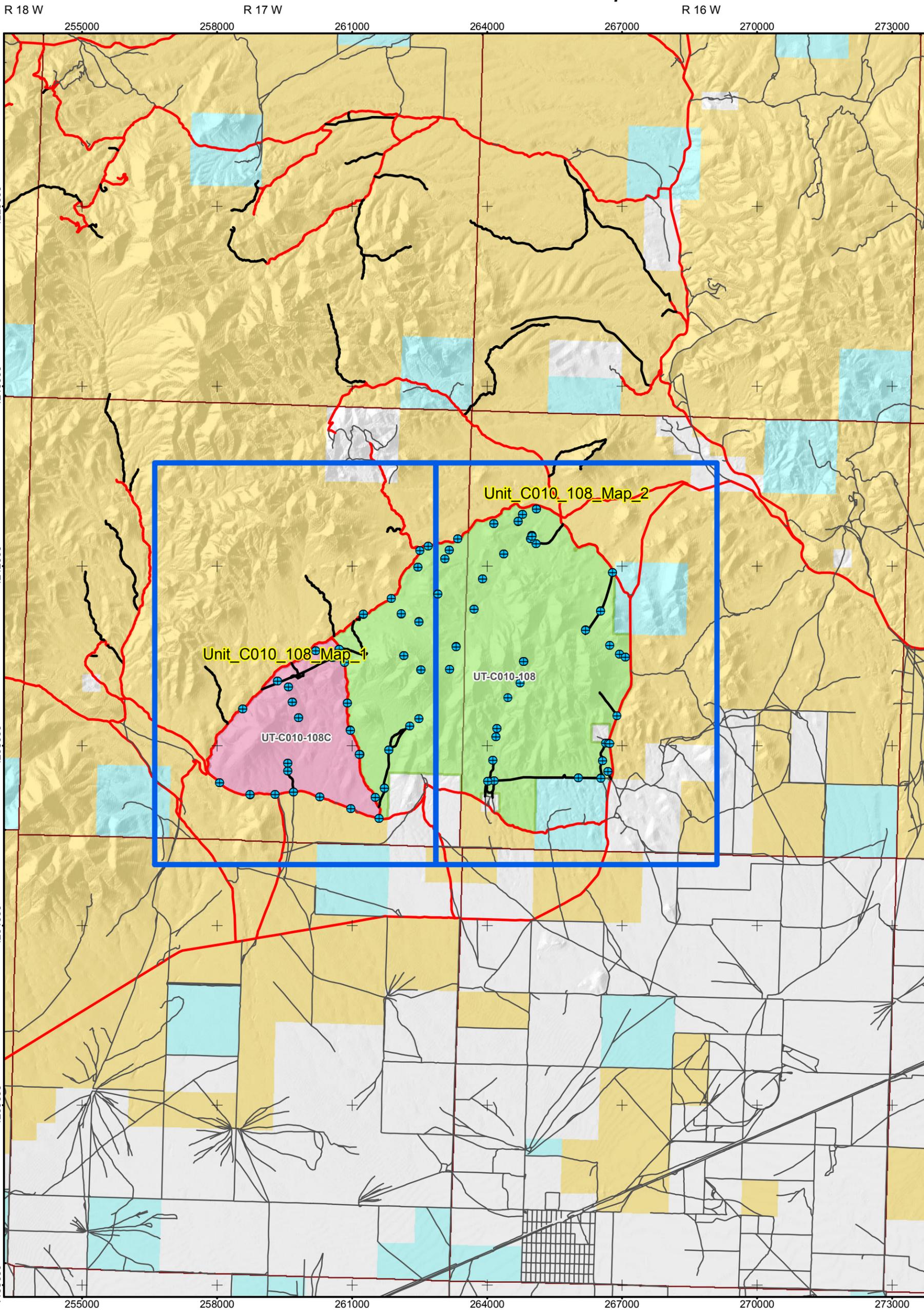
This product may not meet BLM standards for accuracy and content. Different data sources and input scales may cause some misalignment of data layers.

Projection: UTM, Zone 12 North
Datum: North American Datum of 1983 (NAD83)
Cedar City Field Office, GIS
October 19, 2015



Cedar City Field Office

Wilderness Characteristics Unit C010-108- Map Index

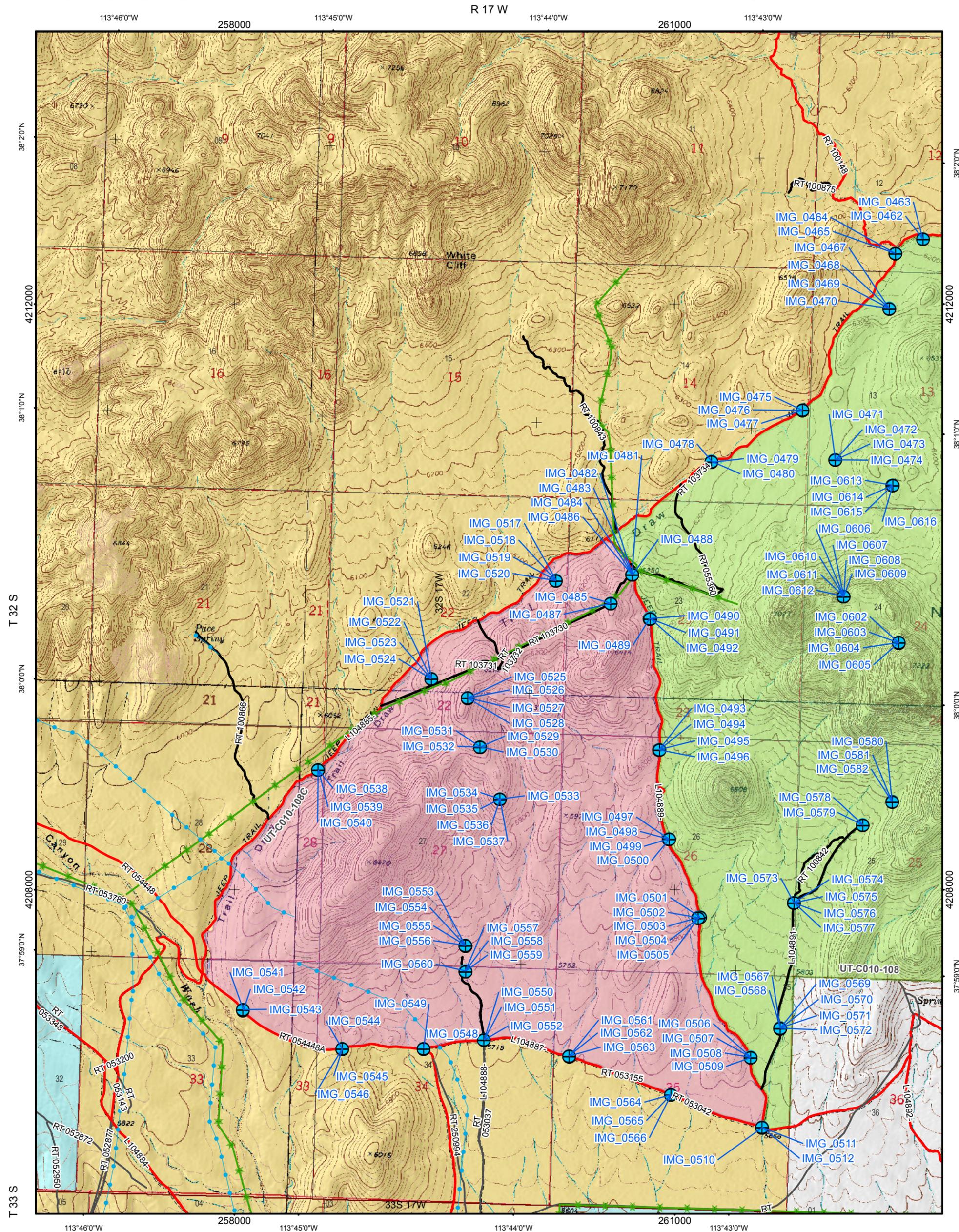


- PhotoPt_Number
- GridIndex_24k_UT_C010_108
- Wilderness_Inventory_Roads**
- Roads
- Inventory_Road**
- No
- Yes
- No Wilderness Character
- Wilderness Character
- County Boundary
- LAND STATUS LEGEND**
- Land Status**
- Bureau of Land Management (BLM)
- Private
- State

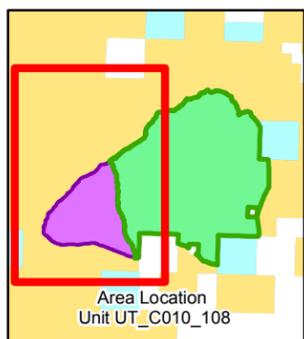


U.S. DEPARTMENT OF THE INTERIOR
 BUREAU OF LAND MANAGEMENT
 COLOR COUNTRY DISTRICT
 December 08, 2015

No warranty is made by the Bureau of Land Management as to the accuracy, reliability, or completeness of these data for individual use or aggregate use with other data.



MAP LOCATION

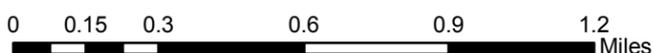


- PhotoPt_Number
- Fence
- Pipeline
- Wilderness_Inventory_Roads
- Inventory_Road
- GridIndex_24k_UT_C010_108

- County Boundary
- LAND STATUS LEGEND
- Land Status
- Bureau of Land Management (BLM)
- Private
- State



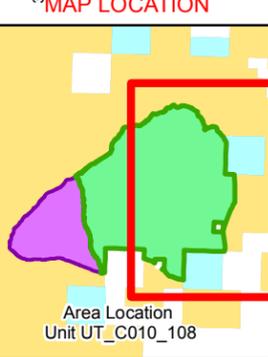
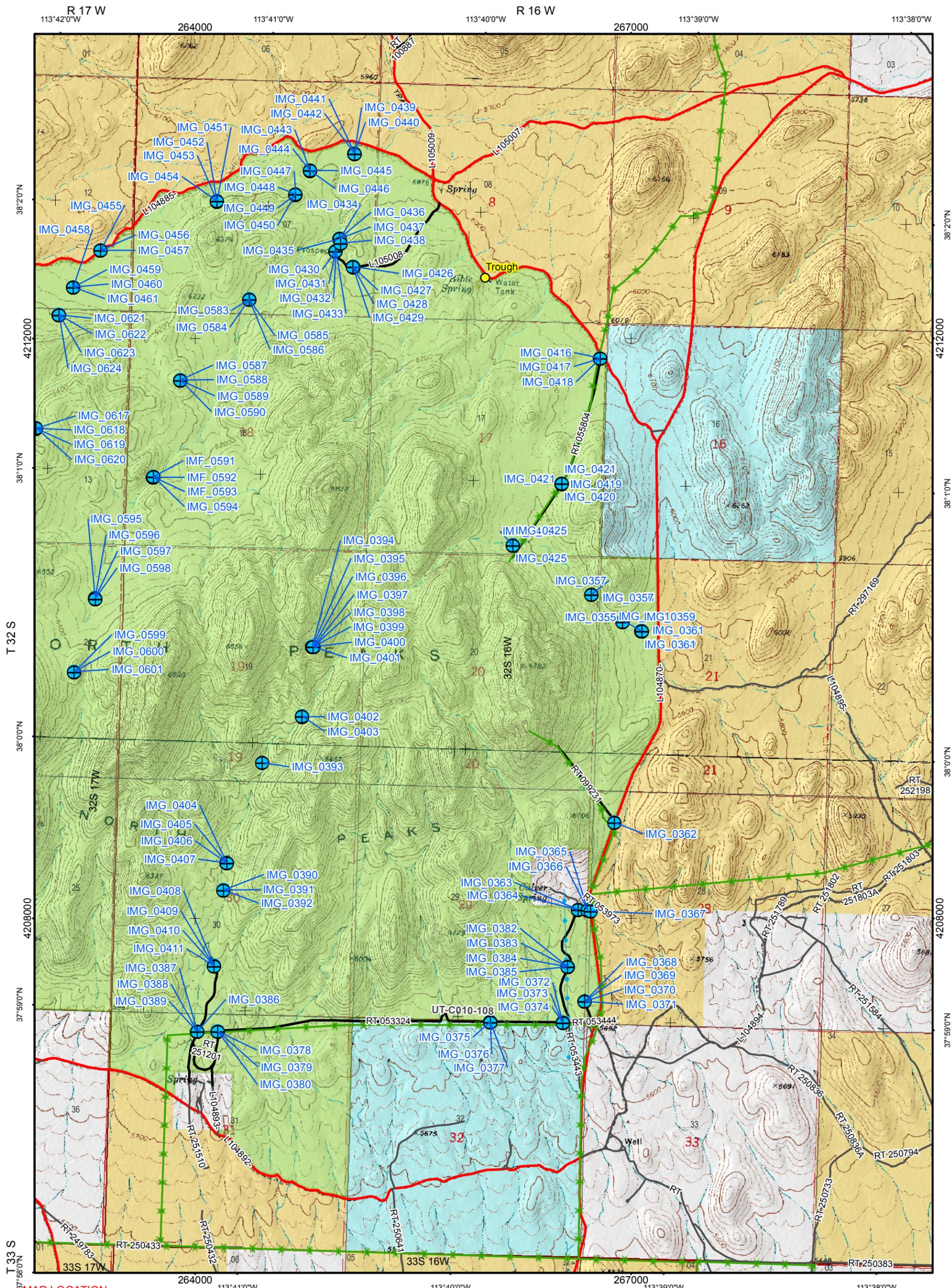
1:24,000
December 08, 2015



U.S. DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
COLOR COUNTRY DISTRICT



No warranty is made by the Bureau of Land Management as to the accuracy, reliability, or completeness of these data for individual use or aggregate use with other data.

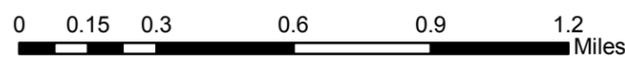


- PhotoPt_Number
- RangelImprovement
- Fence
- Pipeline
- Wilderness_Inventory_Roads**
- Roads
- Inventory_Road**
- No
- Wilderness Character
- GridIndex_24k_UT_C010_108

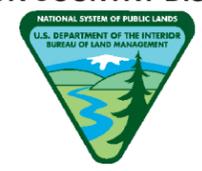
- County Boundary
- LAND STATUS LEGEND**
- Land Status**
- Bureau of Land Management (BLM)
- Private
- State



1:25,395
December 08, 2015



**U.S. DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
COLOR COUNTRY DISTRICT**



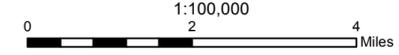
No warranty is made by the Bureau of Land Management as to the accuracy, reliability, or completeness of these data for individual use or aggregate use with other data.

WILDERNESS CHARACTERISTICS UNIT C010-108-OVERVIEW MAP

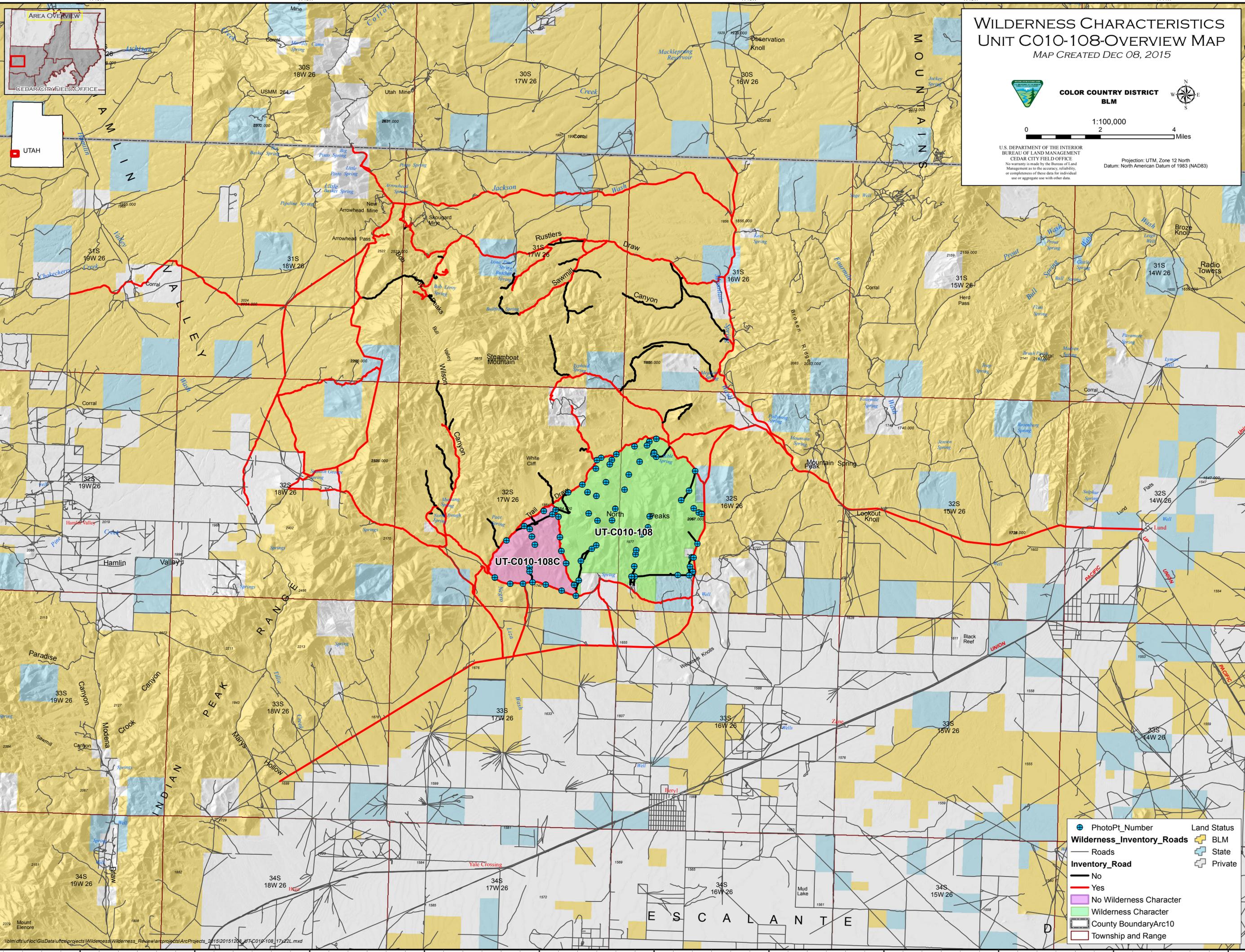
MAP CREATED DEC 08, 2015



**COLOR COUNTRY DISTRICT
BLM**



U.S. DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
CEDAR CITY FIELD OFFICE
No warranty is made by the Bureau of Land Management as to the accuracy, reliability, or completeness of these data for individual use or aggregate use with other data.
Projection: UTM, Zone 12 North
Datum: North American Datum of 1983 (NAD83)



	PhotoPt_Number		Land Status
	Wilderness_Inventory_Roads		BLM
	Roads		State
	Inventory_Road		Private
	No		
	Yes		
	No Wilderness Character		
	Wilderness Character		
	County BoundaryArc10		
	Township and Range		

Wilderness Characteristics Inventory
Photo Log (Appendix D) Modified

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

Photographer(s): Jack Sathe

Date	Frame #	Camera Direction	Description	Location GPS/UTM Nad 83 Zone 12 N	
				North	East
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-L104885-	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	Road-L104885-Bible Springs Road	261872	4211275
3/30/2011	IMG_0476	South	Ref-Photo-CUTTING	261873	4211273
3/30/2011	IMG_0477	West	Road-L104885-Bible Springs Road	261872	4211275
3/30/2011	IMG_0478	East	Road-L104885-Bible Springs Road	261253	4210926
3/30/2011	IMG_0479	South	Ref-Photo-CUTTING	261254	4210921
3/30/2011	IMG_0480	West	Road-L104885-Bible Springs Road	261254	4210926
3/30/2011	IMG_0481	North	Road L104889-	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
3/31/2011	IMG_0526	East	Ref. Photo	259590	4209309
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-	258571	4208819
3/31/2011	IMG_0539	Southeast	Ref. Photo	258573	4208818
3/31/2011	IMG_0540	Southwest	L104885-	258571	4208819
3/31/2011	IMG_0541	Northwest	RT 054448A	258059	4207180
3/31/2011	IMG_0542	Southeast	Ref. Photo	258059	4207175
3/31/2011	IMG_0543	Southwest	RT 054448A	258059	4207180
3/31/2011	IMG_0544	North	Ref. Photo	258736	4206911
3/31/2011	IMG_0545	East	RT 054448A	258735	4206913
3/31/2011	IMG_0546	West	RT 054448A	258735	4206914
3/31/2011	IMG_0547	North	Ref. Photo	259291	4206913
3/31/2011	IMG_0548	East	Road L104887-Mackelprang Loop Road	259290	4206915
3/31/2011	IMG_0549	West	Road L104887-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	L014887-	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
3/31/2011	IMG_0556	West	Ref. Photo	259574	4207619
3/31/2011	IMG_0557	North	Ref. Photo	259575	4207444
3/31/2011	IMG_0558	East	Ref. Photo	259575	4207444
3/31/2011	IMG_0559	South	Ref. Photo	259576	4207443
3/31/2011	IMG_0560	West	Ref. Photo	259576	4207444
3/31/2011	IMG_0561	North	Ref. Photo	260282	4206861
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
3/31/2011	IMG_0570	South	L104891- Fams road	261721	4207052
3/31/2011	IMG_0571	West	Ref. Photo	261720	4207054
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	L104891-Fams road	261815	4207910
3/31/2011	IMG_0575	East	Ref. Photo	261816	4207911
3/31/2011	IMG_0576	South	L104891-Fams road	261815	4207910
3/31/2011	IMG_0577	West	Ref. Photo	261816	4207911
3/31/2011	IMG_0578	East	L104891-Fams road	262284	4208442
3/31/2011	IMG_0579	West	L104891-Fams road	262284	4208441
3/31/2011	IMG_0580	North	Ref. Photo	262484	4208603
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
4/1/2011	IMG_0602	North	Ref. Photo	262529	4209687
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



IMG_0350



IMG_0351



IMG_0352





IMG_0357



IMG_0358



IMG_0359



IMG_0360



IMG_0361



IMG_0362



IMG_0363



IMG_0364



IMG_0365



IMG_0366



IMG_0367



IMG_0368



IMG_0369



IMG_0370



IMG_0371



IMG_0372



IMG_0373



IMG_0374



IMG_0375



IMG_0376



IMG_0377



IMG_0378



IMG_0379



IMG_0380



IMG_0382



IMG_0383



IMG_0384



IMG_0385



IMG_0386



IMG_0387



IMG_0388



IMG_0389



IMG_0390



IMG_0391



IMG_0392



IMG_0393



IMG_0394



IMG_0395



IMG_0396



IMG_0397



IMG_0398



IMG_0399



IMG_0400



IMG_0401





IMG_0406



IMG_0407



IMG_0408



IMG_0409



IMG_0410



IMG_0411



IMG_0416



IMG_0417



IMG_0418



IMG_0419



IMG_0420



IMG_0421



IMG_0422



IMG_0423



IMG_0424



IMG_0425



IMG_0426



IMG_0427



IMG_0428 General Observation



IMG_0429 Bible Springs Prospect Road



IMG_0430



IMG_0431



IMG_0432



IMG_0433



IMG_0434



IMG_0435



IMG_0436



IMG_0437



IMG_0438



IMG_0439



IMG_0440



IMG_0441



IMG_0442



IMG_0443



IMG_0444



IMG_0445



IMG_0446



IMG_0447



IMG_0448



IMG_0449



IMG_0450



IMG_0451



IMG_0452



IMG_0453



IMG_0454



IMG_0455



IMG_0456



IMG_0457



IMG_0458



IMG_0459



IMG_0460



IMG_0461



IMG_0462



IMG_0463



IMG_0464



IMG_0465



IMG_0466



IMG_0467



IMG_0468



IMG_0469







IMG_0478



IMG_0479



IMG_0480



IMG_0481





IMG_0486



IMG_0487



IMG_0488



IMG_0489



IMG_0490



IMG_0491



IMG_0492



IMG_0493



IMG_0494



IMG_0495



IMG_0496



IMG_0497



IMG_0498



IMG_0499



IMG_0500



IMG_0501



IMG_0502



IMG_0503



IMG_0504



IMG_0505



IMG_0506



IMG_0507



IMG_0508



IMG_0509



IMG_0510



IMG_0511



IMG_0512



IMG_0517



IMG_0518



IMG_0519



IMG_0520



IMG_0521



IMG_0522



IMG_0523



IMG_0524



IMG_0525





IMG_0530



IMG_0531



IMG_0532



IMG_0533



IMG_0534



IMG_0535



IMG_0536



IMG_0537



IMG_0538



IMG_0539



IMG_0540



IMG_0541









IMG_0554



IMG_0555



IMG_0556



IMG_0557





IMG_0562



IMG_0563



IMG_0564



IMG_0565



IMG_0566



IMG_0567



IMG_0568



IMG_0569



IMG_0570



IMG_0571



IMG_0572



IMG_0573





IMG_0578



IMG_0579



IMG_0580



IMG_0581



IMG_0582



IMG_0583



IMG_0584



IMG_0585





IMG_0590



IMG_0591



IMG_0592



IMG_0593



IMG_0594



IMG_0595



IMG_0596



IMG_0597



IMG_0598



IMG_0599



IMG_0600



IMG_0601



IMG_0602



IMG_0603



IMG_0604



IMG_0605



IMG_0606



IMG_0607



IMG_0608



IMG_0609









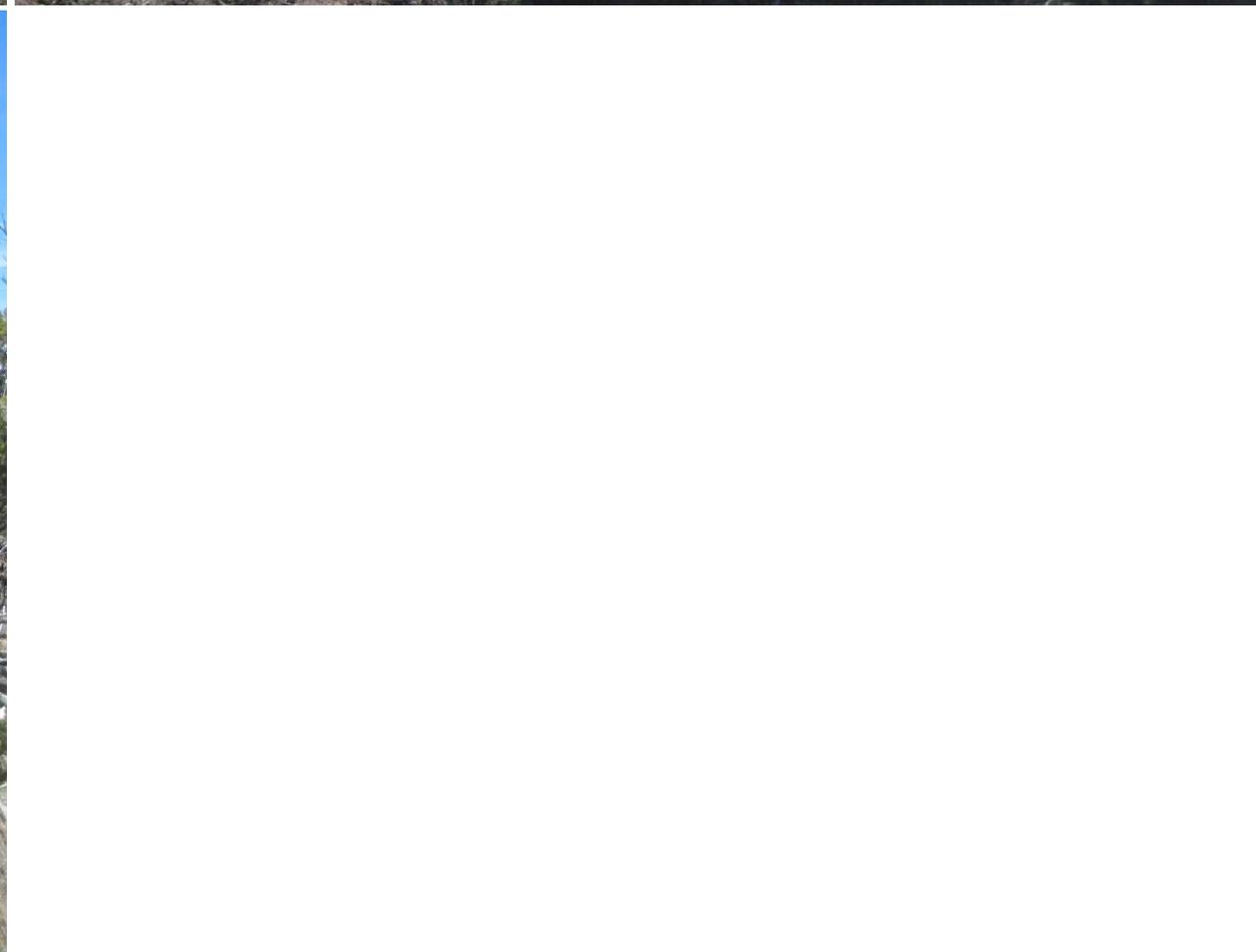
IMG_0622



IMG_0623



IMG_0624



**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-C010-108-North Peak

Route or Route Segment³ Name and/or Identifier: L104885-

(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 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 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: Recently bladed and fixed often due to road being in part of a wash.

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: The road would be fixed to provide access for ranchers and Red Cliffs Accent to operate there business.

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 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 is the same boundary that was identified in the citizen proposal. This road is currently the northern boundary of this inventory unit, it is also the southern boundary for UT-C010-103 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.

Appendix C, Page 2

BLM MANUAL Rel. No. 6-129 Supersedes Rel. 6-126 Date: 03/15/2012

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-C010-108-North Peak

Route or Route Segment³ Name and/or Identifier: L104887-

(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 that provides access to ranching facilities.

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

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

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 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 has not 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: This road has not been bladed for years though it was at one time bladed most likely when mining activities were occurring in the area. The road has not needed maintenance.

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: The road would be fixed to provide access to range developments and access for Red Cliffs Accent.

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 and most use occurs 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: 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 ANALYSIS¹

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

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

Route or Route Segment³ Name and/or Identifier: L104889-

(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: Constructed road that provides access to range improvements and the allotment.

GPS-UTM
(start of route)
N 4210388
E 260545

GPS-UTM
(End of route)
N 4206381
E 261594

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 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 Trees limbed with a saw, to enable passage of vehicles.

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: Trees limbed with a saw, to enable passage of vehicles. Road has not needed maintenance for a very long time.

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: Access for permittees.

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. This road receives highest use during hunting season and when there are live stock in this pasture.

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 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

Evaluator(s): Dave Jacobson **Date:** 08/12/2015

Evaluator(s): Elizabeth Burghard **Date:** 08/12/2015

Evaluator(s): Allison Ginn **Date:** 08/12/2015

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-C010-108-North Peak

Route or Route Segment³ Name and/or Identifier: RT 054448A

(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 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 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 and is being maintained.

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 future maintenance on pipe line if needed and access to range facilities.

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 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 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