

APPENDIX G
TRAVEL MANAGEMENT PLANS

***Draft Supplemental Environmental Impact Statement:
TMPs for Travel Management Areas 1 - 9
(West Mojave Route Network Project)***

BLM Barstow and Ridgecrest Field Offices

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Information Common to All TMAs

The Travel Management Plan information within the following subsections is applicable to all TMAs, and can be found within the sections of the Draft Supplemental Environmental Impact Statement (DSEIS) referenced below:

Introduction

Purpose

- See section 1.2 in DSEIS

Objectives

- See section 2.1 in DSEIS

Authority

- See Section 3.1.1 in DSEIS

Responsibility

- See Section 1.4 of BLM 1626 – Travel and Transportation Management Manual

Travel Management Process

Public Participation

- See Sections 1.5 and 5.4 in DSEIS

Transportation System Designations

- See Section 3.1.1.2 in DSEIS

Asset Classifications

- See Table 3.13-1 and Section 3.13.2.1 in DSEIS

Assets Not Included in the Transportation System

- See Section 3.13.2.1 in DSEIS

Route Designation Categories

- See Section 3.13.3 in DSEIS

Land Use Plan Decisions and Considerations

- See Section 2.1.2 in DSEIS

Implementation-Level Decisions

- See Sections 1.2, 2.1.3 and 2.3 in DSEIS

California Desert Conservation Area Plan (CDCA), West Mojave Plan (WEMO) 2006 and Desert Renewable Energy Conservation Plan (DRECP) 2016 Management Actions

- See Section 2.2.1 in DSEIS

Route Designation Process and Evaluation Criteria

Route Inventory

- See Section 1.1.4 and 2.3.1 in DSEIS

Evaluation Criteria

- See Section 2.3.3 in DSEIS

Travel and Transportation Implementation

Maintaining the Transportation Network

- See Section 2.3.2.1 in DSEIS

Minimization and Mitigation Measures

- See Section 2.3.2 in DSEIS

Ground-Disturbing Activities

- See Section 2.3.2.2 in DSEIS

Data / Inventory Management

- See Section 2.3.2.3 in DSEIS

Ghost Routes

- See Section 2.3.2.4 in DSEIS

Restoration Activities

- See Section 2.3.2.5 in DSEIS

Route Numbering

- See Section 2.3.3.6 in DSEIS

Education and Outreach (Includes signing, maps, kiosks, outreach and education, and partnerships)

- See Section 2.3.2.7 in DSEIS

Law Enforcement

- See Section 2.3.2.8 in DSEIS

Maintenance of Routes within the Network

- See Section 2.3.2.9 in DSEIS

Adaptive Management

- See Section 2.3.2.11 in DSEIS

Provisions for New Route Construction or Adaptation/Relocation of Existing Routes

- See Section 2.3.2.11 in DSEIS

Emergency Closures

- See Section 2.3.2.11 in DSEIS

Temporary Closures

- See Section 2.3.2.11 in DSEIS

Needed Easements

- See Section 2.3.2.11 in DSEIS

Other Travel and Transportation Management Considerations

R.S. 2477 Claims and BLM Administrative Determinations

- See Section 2.3.2.12 in DSEIS

Programmatic Agreement Requirements or other Terms and Conditions

- See Section 2.3.2.12 in DSEIS

Changes to the Travel Management Plan

- See Section 2.3.2.12 in DSEIS

Provisions and Process for Travel and Transportation Management

- See Section 2.3.2.12 in DSEIS

Standard Operating Procedures

- See Section 2.3.2.12 in DSEIS

1.0 TMA 1

This Travel Management Plan (TMP), consisting of this section and Section 1.0 Information Common to All TMAs, is an implementation level plan that addresses comprehensive travel and transportation management within Travel Management Area (TMA) 1, which is located within the Barstow Field Office area. TMA 1 is generally located east of Barstow, south of Interstate 15 and north of Interstate 40. TMA 1 contains four subregions: Afton Canyon, Broadwell Lake, Barstow, and Mojave Trails National Monument. TMA 1 encompasses approximately 562,204 acres of BLM land.

The primary locations that are accessed within this TMA include: Mojave Trails National Monument, Afton Canyon Area of Critical Environmental Concern (ACEC), Pisgah Crater, Amboy Crater, Rasor Off-highway Vehicle (OHV) Open Area, Cady Mountain Wilderness Study Area (WSA), and Amboy Crater.

1.1 Transportation System

The TMA 1 designated network limits disturbance within designated National Conservation Lands (NCL) and ACECs and is consistent with other designated area goals and objectives and enhances access outside of designated sensitive areas such as the Afton Canyon ACEC and the Mojave Trails National Monument. The recommendations of the Desert Advisory Council, the County, local communities, and public commenters on the WMRNP Draft SEIS were considered during the development of the TMA 1 network and other implementation strategies, and appropriate adjustments were made to the transportation system consistent with the design principles. Adjacent federal land managers were also consulted to coordinate access and maximize consistency across jurisdictional lines.

The network minimizes regional and site-specific issues and conflicts on public lands by avoiding high-sensitivity locations, reducing threats, and redirecting access on a route-specific basis to provide a more coherent network. The network also utilizes regional measures to minimize overall network impacts, closes routes where the network is the source of an excessive amount of ground disturbance in sensitive areas, includes site-specific minimization strategies, and includes an implementation strategy that promotes and supports active partnerships.

Subregion Signing Codes:

- Afton Canyon = AC
- Broadwell Lake = BL
- Barstow = BA
- Mojave Trails National Monument = MT

1.2 List of Designated Areas

In designated areas (Wilderness, WSAs, NCLs, ACECs, National Register of Historic Places sites), limit access consistent with legislative action, BLM conservation management actions, disturbance parameters and programmatic agreements. In TMA 1, this includes:

- Mojave Trails National Monument
- Afton Canyon ACEC

- Amboy Crater ACEC
- Bristol-Mountains ACEC
- Cady Mountains WSA ACEC
- Manix ACEC
- Mojave Fringe-toed Lizard (MFTL) ACEC
- Pisgah ACEC
- Cadiz Valley Extensive Recreation Management Areas (ERMA)
- Rasor (OHV) Open Area
- Mojave and Silurian Valley NCL
- South Mojave – Amboy NCL
- Sheephole Valley Wilderness National Landscape Conservation System (NLCS)
- Afton Canyon SRMA
- Mojave Trails National Monument SRMA
- Rasor SRMA

1.3 Planning and Decision Maps

- See Chapter 2 in DSEIS
- See Figures G-1 to G-4 in Section 14, TMA Map Figures

1.4 Travel Management Area 1 - Goals and Objectives

The travel management objectives for this TMA are to provide access to its natural, recreational, and historic attractions consistent with and while maintaining the resource values that draw people to the area. Specific goals and objectives for TMA 1 have been developed to address unique features that include:

- Provide for a balanced and varied combination of recreational uses, including casual use as well as those requiring a Special Recreation Permit, while minimizing damage and degradation of the natural and cultural resources of this diverse management area.
- Provide for access to the non-motorized and non-mechanized trail network for such recreational activities as mountain biking, horseback riding, running, hiking and backpacking.
- Provide appropriate access to the ACECs within the TMA while protecting the natural and cultural resources for which each ACEC was designated.
- Allow for access to known rock hounding sites so that reasonable amounts of noncommercial rock and mineral collection can occur consistent with the goals of this plan and the rules of conduct for recreation on public lands as specified in 43 CFR 8361.1-5.

- Preserve the right of access to mineral locations under the Mining Law of 1872 and consistent with federal Surface Management regulations (43 CFR 3809).
- Provide appropriate access to areas of traditional use in the ACECs as identified by Tribes and Tribal Organizations in the consultation process.
- Provide for access to areas of scientific studies for such purposes as biology, paleontology, seismology, and soil structure by authorized individuals.
- Provide limited access to guzzlers, range management features and improvements for management purposes.
- Allow for the development of larger group campsites, secondary vehicle parking sites, or trailheads in previously disturbed locations, before considering new development locations.
- Do not enhance the routes in the network upon lands that have wilderness characteristics if a decision has been made to manage the area for its wilderness characteristics.
- Maintain intact riparian habitat for the protection of biological resources by ensuring access does not degrade the habitat.
- Provide for the access to the public lands and the connectivity with the designated travel network from the communities and cities located within the TMA boundaries.
- Incorporate travel management strategies that enhance the Old Spanish Trail National Scenic Trail and the Mojave Road experiences through Afton Canyon.
- Incorporate travel management strategies that are consistent with current wild and scenic river management strategies for the Mojave River that have been determined eligible (Harvard Road crossing to Basin Road), including portions of the river that run through the Manix ACEC and Afton Canyon ACEC.
- Emphasize casual multiple-use motorized touring and motor-dependent activities, such as hiking, throughout the TMA.
- Direct camping and staging to designated areas in the Afton Canyon ACEC.
- Provide an appropriate staging area adjacent to the boundary of the Rasor OHV Open Area if adequate staging areas cannot be developed within the OHV Open Area boundary.
- Minimize route impacts to the Mojave Fringe-Toed Lizard (MFTL) ACEC and other occupied MFTL habitat.
- Provide access to the Cady Mountains WSA, consistent with applicable laws, regulations, and conservation goals.
- Maintain connectivity between Interstate 15 and Interstate 40 through the Afton Canyon and Broadwell Lake Subregions, connecting the Afton Canyon ACEC, Rasor OHV Open Area, and Interstate 40 at Ludlow.
- Ensure route and network upgrades and features are consistent with the Route 66 historic landscape through the Route 66 corridor, located along the southern boundary of the TMA.

- Maintain casual-use motorized access on designated routes through bighorn sheep areas to provide for sheep viewing and monitoring, while limiting permitted events and lessening impacts to potential lambing areas and wildlife corridors.
- Maintain a diverse range of visual experiences in the travel management area, particularly in the Afton Canyon ACEC and Cady Mountains WSA, consistent with other goals and objectives.
- Maintain motorized and non-motorized access to popular recreational and commercial destinations, including rockhounding areas, while minimizing unauthorized use and potential impacts to sensitive resources, consistent with applicable designated Special Area goals and plans.
- Identify, develop, and provide appropriate parking at designated trailheads to access popular hiking areas.
- Provide for joint use of through-access for visitors, local residents, and property owners, when appropriate, consistent with other agencies, and state and local governments, and seek appropriate Right-of-Way (ROW) or easements on key through-access roads.
- Designate existing ROWs and easements as joint public and commercial use routes, where appropriate, consistent with other transportation system goals, route designation parameters, and special area plans, and consistent with other goals and objectives of this TMA.
- Maintain limited access to commercial communication facilities that serve freeway traffic and the City of Barstow; these are not through routes, and would not be included in the public route network.
- Provide adequate sandy conditions/4-wheel drive signing in the TMA.
- Consider emerging access and access-dependent needs in the management and refinement of the route network.
- Maintain or enhance OHV use opportunities in areas with fewer conflicts, and focus on network connectivity in other areas.
- Identify appropriate locations and install additional kiosks at popular entryways into the public land network.
- Identify key collector roads and maintenance needs.
- Provide for joint use of through-access for visitors, local residents, and property owners, when appropriate, consistent with other agencies, and state and local governments, and seek appropriate rights-of-way (ROWs) or easements on key through-access roads.
- Designate existing ROWs and easements as joint public and commercial use routes, where appropriate, consistent with other transportation system goals, route designation parameters, and special area plans, and consistent with other goals and objectives of this TMA.
- Identify and direct access for new ROWs and other authorized activities to existing corridors/routes and emphasize joint use of routes by multiple ROW holders, when

reasonable. Site-specific issues would be resolved under the terms of the authorization, in consultation with the permit, easement, or ROW holder.

- Maintain limited access to commercial ranching facilities where appropriate, and install and maintain appropriate barriers or gates; these are not through routes, and would not be included in the public route network.
- Provide appropriate access to active mining claims covered by notice or plan.

1.5 ACECs – Disturbance Caps and Relevance and Importance Criteria

ACECs	Disturbance Cap	Relevance and Importance Criteria
Afton Canyon	1%	<p>Relevant Riparian, hydrologic, scenic, geological, climate adaptation, paleontological historical and Native American values. One of three locations where Mojave River has surface flows. High potential site for Old Spanish National Historic Trail. Scenic “Grand Canyon of the Mojave” with spectacular erosional stratigraphy; Special status plants-- unusual riparian plant assemblage that is rare in the desert environment. Number and diversity of wildlife species is high for the region.</p> <p>Numerous birds of special management concern such as vermilion flycatcher summer tanager, yellow warbler, yellow breasted chat, nesting raptors. Manix fault represents significant geology; permanent water has made area focus of human activity for past 12,000 years; significant way station on historic trade and migration route (Mojave Road); includes one of only well-studied rancholabrean age fossil assemblages. Some areas within the unit provide a combination of meteorological, geological, hydrological, topographical features that have been identified as important climate refugia (slow/minimized climate changes) for wildlife species.</p>
Amboy Crater	1%	<p>This area was designated to protect an Unusual Plant Assemblage; the largest known creosote rings on public lands administered by the federal government are situated within the ACEC. The rings of creosote within the ACEC area have recently been identified as the world’s oldest living plant. The uniqueness, high research value, and susceptibility to damage from intensive recreation uses are the principle reasons for its designation.</p>
Bristol Mountains	0.5%, 1%	<p>Relevant biological resources including wildlife and plant assemblages. The area is high value for desert tortoise habitat and connectivity between the Ord-Rodman and Chemehuevi ACECs. Additionally, the area is critically important for bighorn sheep, Mojave fringed-toed lizards, burrowing owl, and several bat species. It also has numerous rare and sensitive plants such as Emory’s crucifixion thorn and white margined penstemon, have major populations in the valley, making the area regionally significant. Some areas within the ACEC provide a combination of meteorological, geological, hydrological, topographical features that have been identified as important climate refugia (slow/minimized climate changes) for wildlife species.</p>

ACECs	Disturbance Cap	Relevance and Importance Criteria
Cady Mountains WSA	0.25%	The Unit provides regional habitat connection for bighorn sheep.
Manix	1%	Relevant paleontological, cultural and wildlife resources. ACEC contains known fossil sites, as well as contains the habitat specific to the Mojave fringe-toed lizard.
Mojave Fringe-toed Lizard	1%	The conservation of the Mojave fringe-toed lizard requires protection of the dune, hummock, and sand sheet habitat occupied by this species as well as of the sand sources and sand transport. The Mojave Fringe-toed Lizard (<i>Uma scoparia</i>) is endemic to southern California and a small area of western Arizona, where it is restricted to aeolian sand habitats in the desert. These units represent regionally important habitat. Mojave Fringe-toed Lizards are restricted to areas with fine, aeolian sand including both large and small dunes, margins of dry lakebeds and washes, and isolated pockets against hillsides.
Pisgah	1%	<p>Relevant biological resources including wildlife and plant assemblages. The area is critical for bighorn sheep, golden eagles, desert tortoise, prairie falcons, Mojave fringed-toed lizards and several other species. Additionally, numerous rare and sensitive plants have major populations here, including white-margined beardtongue and crucifixion thorn (<i>Castela emoryi</i>), making the area regionally significant. Stabilized sand dunes are an important geomorphic feature of the area. The area provides critical links for wildlife populations to the north and south of this linkage area.</p> <p>The area also provides habitat and supports important populations of several BLM sensitive plants. The area provided habitat and supports regionally important populations of desert tortoise between tortoise populations. This area contains an unusual invertebrate assemblage associated with lava tubes – scientists may not have described some species yet.</p>

1.6 ACECs – Travel Management Actions and Recreation Restrictions

ACECs	Travel Management Actions and Recreation Restrictions
Afton Canyon	<p>Management Actions</p> <ul style="list-style-type: none"> • Evaluate existing route network and provide for appropriate designation of roads and trails • Provide for group camping and equestrian facilities • Develop interpretive materials highlighting area values • Develop campground host program <p>Restrictions</p> <ul style="list-style-type: none"> • Limit off-highway vehicle use to designated routes as per the local TMP • Camping limited to the three designated campgrounds • Campfires are limited to designated campgrounds. Firewood collection is prohibited • No target shooting
Amboy Crater	<p>Management Actions</p> <ul style="list-style-type: none"> • Designated routes will be signed and managed in accordance to the local TMP, as funding allows. • Unauthorized routes will be rehabilitated/restored as funding allows • Provide routine maintenance of the designated roads and trails system including installation of routine signs, markers, culverts, ditches, water bars, barriers, gates, or cattle guards on/or adjacent to system roads and trails, as funding allows • Provide interpretive, directional, and regulatory signs and materials as necessary to provide public information and reduce impacts from recreational use <p>Restrictions</p> <ul style="list-style-type: none"> • Allow stopping and parking within 25 feet, and camping within 100 feet of centerline of designated routes

ACECs	Travel Management Actions and Recreation Restrictions
Bristol Mountains	<p>Management Actions</p> <ul style="list-style-type: none"> • All designated open roads and trails will be signed and managed in accordance to the local TMP • As funding allows, restore all undesignated roads or trails • Provide routine maintenance of the designated roads and trails system including installation of routine signs, markers, culverts, ditches, water bars, barriers, gates, or cattle guards on/or adjacent to system roads and trails • Provide interpretive, directional, and regulatory signs and materials as necessary to provide public information and reduce impacts from recreational use • Allow stopping and parking within 25 feet, and camping within 100 feet of centerline of designated routes • Manage recreational shooting consistent with state and local laws • Allow SRP events, which do not negatively affect ACEC Relevance and Importance Values <p>Restrictions</p> <ul style="list-style-type: none"> • Allow stopping and parking within 25 feet, and camping within 100 feet of centerline of designated routes.
Cady Mountains WSA	<p>Management Actions</p> <ul style="list-style-type: none"> • Provide for landscape connectivity while providing for compatible public uses <p>Restrictions</p> <ul style="list-style-type: none"> • Appropriate multiple uses will be allowed provided they are consistent with the CMAs in the LUPA and compatible with the purposes for which the ACEC was designated
Manix	<p>Management Actions</p> <ul style="list-style-type: none"> • Manage for the protection of Mojave fringe-toed lizard • Provide for general management and protection of Paleontological Resources <p>Restrictions</p> <ul style="list-style-type: none"> • Identify and implement actions to conserve and improve habitat conditions including the maintenance of sand transport corridors • Manage and protect fossil resources through route designation and restoration consistent with the Paleontological Resources Preservation Act
Mojave Fringe-toed Lizard	<p>Management Actions</p> <ul style="list-style-type: none"> • Vehicle traffic is limited to designated roads and trails • Inform the public of the importance of the ACEC <p>Restrictions</p> <ul style="list-style-type: none"> • Designate no new routes in the ACEC • Through the local TMP assess the existing route network in order to potentially designate routes through the ACEC and close routes

ACECs	Travel Management Actions and Recreation Restrictions
Pisgah	<p>Management Actions</p> <ul style="list-style-type: none"> • Protect sensitive habitat from impacts associated with vehicle traffic • Through the local TMP assess the existing route network in order to potentially designate routes through the ACEC and close routes • Inform the public of the importance of the ACEC • As funding allows, all designated routes will be signed • As funding allows, all undesignated OHV routes and routes identified as closed will be rehabilitated/restored • Install interpretive signs at access points to the ACEC <p>Restrictions</p> <ul style="list-style-type: none"> • Vehicle traffic is limited to designated roads and trails • Designate no new routes in the ACEC

1.7 Restoration Priorities

- TLDs where rehabilitation would assist in directing the public away from illegal railroad crossings or other potential safety hazards.
- TLDs through occupied MFTL habitat.
- The terminus of designated motorized routes leading to or ending in the Cady Mountains WSA.
- Transportation linear disturbances that lead to illegal crossings of the Mojave River.

1.8 Kiosks

Currently, within TMA 1 there are seven kiosks at major entry points and campgrounds, including:

- Intersection of Crucero Rd. and Powerline Rd.
- Power Line Rd. north of Interstate-40
- Intersection National Trails Hwy. and Pisgah Rd.
- County Rd. 27096 south of National Trails Hwy
- Afton Canyon Campground
- Off of Basin Rd. south of Interstate-15
- Off of Rasor Rd. east of Arrowhead Trail

1.9 Key Messages

Key messages to communicate may include the following:

- Tread Lightly—Stay on designated roads and trails
- Leave No Trace—Pack it in, Pack it out

- Help Restore the Desert (Vegetation/Soils, Respect Closed Signs)
- Safety First, Every Ride, Every Time (Training Opportunities/Use of Vehicles/Respect Others on the Road/ Railroad Crossings)
- Discover the Desert
- Know Where to Go (Wilderness, Rockhounding, Climbing, Racing, Birding, etc.)
- MFTL Crossings
- Recreational opportunities to enjoy in the area (Climbing, hiking, touring, OHV use, equestrian, star gazing)
- Discover the Past, Protect the Future
- Please Don't Erase the Traces of America's Past
- Stay Out, Stay Alive (Mines)

1.10 Key Partnerships

- a. U.S. National Park Service
- b. U.S. Fish and Wildlife Service
- c. U.S. Geological Survey
- d. U.S. Department of Defense
- e. China Lake Naval Weapons Center
- f. National Fish and Wildlife Habitat Fund
- g. State and county governments and agencies
- h. Old Spanish Trail Association
- i. Amargosa Conservancy
- j. Mojave Desert Land Trust
- k. Defenders of Wildlife
- l. Individual citizen volunteers from the communities within the boundaries of TMA 1, local, state, and national interest organizations.
- m. Adjacent landowners, railroads, conservation groups, Friends groups, etc.

1.11 Transportation and Management Issues

The following two transportation management issues in TMA 1 need to be addressed and will be pursued as funding and other resources become available.

- Two railroad crossings occur that affect north-south travel through the Afton-Broadwell TMA. Agreements should be pursued with the railroads to address public easements, additional markings, and other needed improvements in this TMA, and in other TMAs through which these railroads travel.

- The transportation system in TMA 1 would also be improved with the development of site-specific access management strategies at (1) the railroad crossing where Afton Canyon ACEC meets the Rasor OHV Open Area (working with Union Pacific Railroad), and (2) at the east end of the TMA boundary and Rasor OHV Open Area, (working with Union Pacific Railroad and the National Park Service). Primary north-south access in this area of the TMA is currently provided by a Mojave River crossing route under the railroad bridge. However, illegal crossings of the railroad tracks are not unusual, and no railroad crossing controls are currently in place.

1.12 Monitoring

The following intervals and standards for monitoring and evaluation have been set, based on the sensitivity of the resource decisions involved for specific areas in TMA 1:

1. Monthly basis: Monitor the Afton Canyon ACEC designated routes for accessibility, intensity and levels of use, and relative sensitivities. This monitoring would include Afton Canyon (Mojave) Road and its outlet at Basin Road, as funding allows.
2. Quarterly basis: Monitor the Afton Canyon Campground area and Cady Mountains WSA boundary designated access points, as funding allows.
3. Yearly basis: Monitor the Mojave fringe-toed lizard ACEC vehicular access points, the Cady Mountains WSA interior, other designated routes in the Afton Canyon ACEC, the main north/south backbone route connecting I-15 and I-40 (Broadwell Road), as funding allows.
4. Opportunistic or incidental basis: Problem areas will be identified and if impacts are not readily resolved, areas where these impacts are occurring may be moved to a more frequent monitoring interval, based on the issues identified.

This does not preclude monitoring at a frequency unique to the situation, for any designated route or area undergoing active travel management. Generally, in these cases, monitoring occurs immediately after a corrective action is taken, and remains at an elevated level for a period of months to years, depending on the situation (See Section 2.3.2.10 in DSEIS for more information).

1.13 Implementation Priorities

A table presenting the anticipated schedule for implementing actions described in this TMP will be developed. Note the timing of implementation of the actions listed in the table may change based on funding. The BLM will track planning and implementation progress using the travel management module in the Recreation Management Information System (RMIS).

2.0 TMA 2

This TMP, consisting of this section and Section 1.0 Information Common to All TMAs, is an implementation level plan that addresses comprehensive travel and transportation management within Travel Management Area (TMA) 2, which is located within the Ridgecrest Field Office area. TMA 2 is generally located north of the City of Ridgecrest and surrounds China Lake Naval Weapons Center to the north, east and west. TMA 2 contains four subregions: Darwin, Sierra, North Searles, and South Searles. TMA 2 encompasses approximately 551,716 acres of BLM land.

The primary locations that are accessed within this TMA includes the Trona Pinnacles National Natural Landmark, Fossil Falls ACEC, the eastern Sierra front country canyons of the Owens Peak Wilderness, Olancho Dunes Open Area, Great Falls Basin, along with the Escape Trail connecting the WEMO planning area with the Northern and Eastern Mojave Planning Area (NEMO).

2.1 Transportation System

The TMA 2 designated network limits disturbance within designated NCLs and ACECs, is consistent with other designated area goals and objectives, and enhances access outside of designated sensitive areas such as the Trona Pinnacles and the Fossil Falls ACECs. The recommendations of the Desert Advisory Council, the County, local communities, and public commenters on the WMRNP Draft SEIS were considered during the development of the TMA 2 network and other implementation strategies, and appropriate adjustments were made to the transportation system consistent with the design principles. Adjacent federal land managers were also consulted to coordinate access and maximize consistency across jurisdictional lines.

The network minimizes regional and site-specific issues and conflicts on public lands by avoiding high-sensitivity locations, reducing threats, and redirecting access on a route-specific basis to provide a more coherent network. The network also utilizes regional measures to minimize overall network impacts, closes routes where the network is the source of an excessive amount of ground disturbance in sensitive areas, includes site-specific minimization strategies, and includes an implementation strategy that promotes and supports active partnerships.

Subregion Signing Codes:

- Darwin = DA
- Sierra = SI
- South Searles = SS
- North Searles = NS

2.2 List of Designated Areas

- Ayers Rock ACEC
- Great Falls Basin
- Fossil Falls ACEC

- Mohave Ground Squirrel ACEC
- Olancho Greasewood ACEC
- Panamint and Argus ACEC
- Rose Spring ACEC
- Sand Canyon ACEC
- Short Canyon ACEC
- Sierra Canyons ACEC
- Trona Pinnacles ACEC
- Warm Sulfur Spring ACEC
- Basin and Range NCL
- Argus Range Wilderness Area NLCS
- Owens Peak Wilderness Area NLCS
- Sacatar Trail Wilderness Area NLCS
- East Sierra SRMA
- North Searles SRMA
- Pacific Crest Trail SRMA
- Panamint Valley SRMA
- Olancho SRMA
- Red Mountain SRMA

2.3 Planning and Decision Maps

- See Chapter 2 in DSEIS
- See Figures G-5 to G-8 in Section 14, TMA Map Figures

2.4 Travel Management Area 2 - Goals and Objectives

The travel management objectives for this TMA are to provide access to its natural, recreational, and historic attractions consistent with and while maintaining the resource values that draw people to the area. Specific goals and objectives for TMA 2 have been developed to address unique features that include:

- Provide for a balanced and varied combination of recreational uses, including casual use as well as those requiring a Special Recreation Permit, while minimizing damage and degradation of the natural and cultural resources of this diverse management area.

- Provide for access to the non-motorized and non-mechanized trail network for such recreational activities as mountain biking, horseback riding, running, hiking and backpacking.
- Provide access to trailheads for non-mechanized travel on such designated trails. Some examples of locations include but are not limited to Great Falls Basin, Fossil Falls, Owens Peak, and Sacatar Trail Wilderness areas.
- Provide access for recreational visitation to historic mining features within the region.
- Allow for appropriate access to the ACECs within the TMA while protecting the natural and cultural resources for which each ACEC was designated.
- Allow for access to known rock hounding sites so that reasonable amounts of noncommercial rock and mineral collection can occur consistent with the goals of this plan and the rules of conduct for recreation on public lands as specified in 43 CFR 8361.1-5.
- Preserve the right of access to mineral locations under the Mining Law of 1872 and consistent with federal Surface Management regulations (43 CFR 3809).
- Provide for access to areas of scientific studies for such purposes as paleontology, seismology, and soil structure by authorized individuals.
- Provide limited access to guzzlers, range management features and improvements for both grazing and wild horse and burro management purposes.
- Coordinate with neighboring government land management agencies to provide for interconnectivity where appropriate.
- Allow for the development of larger group campsites, secondary vehicle parking sites, or trailheads in previously disturbed locations, before considering new development locations.
- Do not enhance the routes in the network upon lands that have wilderness characteristics if a decision has been made to manage the area for its wilderness characteristics.
- Provide access to the Olancha Dunes OHV Open Area and allow for the development of a larger group campsites or secondary vehicle parking sites to serve those visiting and using the Olancha Dunes for both recreational and commercial uses.
- Protect the outstanding qualities of the Trona Pinnacles National Natural Landmark and ACEC while still providing access to the area for casual and permitted uses, including group camping and commercial filming.
- Manage and maintain the designated Competitive (“C”) route network north of Randsburg Wash Road and the Spangler Hills OHV Open Area.
- Do not enhance the routes in the network within the Great Falls Basin wilderness study area.
- Provide for the potential to extend the Nadeau National Recreation Trail upon appropriate inventory and review along with associated recreational opportunities that would enhance visitors experience in relation to the Trail.

- Enhance and manage the former Union Pacific railroad bed for its recreational value as a non-motorized trail. These efforts may include the pursuit of land acquisitions or rights of ways as needed.
- Ensure that multiple emergency evacuation routes exist for use by residents of the community of Darwin.
- Maintain intact critical riparian habitat for the Pacific Flyway by ensuring access does not degrade riparian areas in the Sierra Canyons.
- TMA 2 hosts most of the known, significant bat roosts for the Ridgecrest Field Office. Maintain significant bat roosts (10 or more hibernacula or maternity colonies of Townsend's Big-eared bats, *Corynorhinus townsendii*, 25 or more for other bat species) by ensuring protective measures are implemented, closing routes that end at these mines, and gating openings.
- Maintain intact Unusual Plant Assemblages such as the Greasewood hummock community, which acts as a sand dune stabilizer, east of Olancho Dunes, by ensuring access, does not fragment the core community. Post interpretive signs.
- Maintain the main access route into Sand Canyon for school bus transport of children attending the yearly Sand Canyon Environmental Education Program.
- Provide for the access to the public lands and the connectivity with the designated travel network from the communities and cities located within the TMA boundaries.

2.5 ACECs – Disturbance Caps and Relevance and Importance Criteria

ACECs	Disturbance Cap	Relevance and Importance Criteria
Ayers Rock	0.1%	Ayer's Rock is one of a few known pictograph sites in the Ridgecrest Field Office. In addition, eagles and other raptors perch on boulders in the area. It is a very scenic area with valuable wildlife habitat. This ACEC is also within the Mohave Ground Squirrel Conservation Area and is excellent habitat for this BLM special status species. The ACEC is currently readily accessible by open travel routes and is a popular destination for recreationists and rock art enthusiasts. The area was classified as a VRM Class II. The objective of this class is to retain the existing character of the landscape.
Fossil Falls	1%	This area was designated for relevant wildlife values, significant prehistoric and historic cultural values, unique geological formations east of the Sierra Nevada Mountains and west of the Coso Range Volcanic Field. The current ACEC boundary includes portions of a larger Fossil Falls National Register Archaeological District. Cultural resource investigations, including excavations at the Stahl Site, have identified cultural components in excess of 10,000 years before present. The main lava flow and surrounding lava outcrops have extensive rock art, prehistoric habitation sites, and large scatters of lithic materials from the nearby Sugarloaf Obsidian Source, located on China Lake Naval Air Weapons Station. This area is included in the Mohave Ground Squirrel Conservation Area and has some desert tortoise habitat.

ACECs	Disturbance Cap	Relevance and Importance Criteria
Olancho Greasewood	1%	To conserve this unusual plant assemblage and its associated wildlife community, as well as the cultural values of greasewood. Greasewood is a deciduous shrub growing to 00.5– 3 m tall with spiny branches and succulent leaves. Its leaves are bright green, in contrast to the grey-green color of most of the other shrubs within its range. Greasewood is a halophyte, tolerant of alkaline and saline soil conditions. Native Americans used the hard, yellow wood as firewood and ate the seeds and succulent leaves. The plant provides burrowing or resting sites for small mammals or birds.
Panamints and Argus	1%	Panamint Valley is the only remaining, large, undeveloped valleys in the Ridgecrest Field Office area. The area contains unique desert wetland communities, including mesquite bosques and freshwater & saltwater marshes. Endemic fairy shrimp occur in the lake. Panamint Lake is the remains of a terminal Pleistocene lake originally 700 feet deep. The lake contains ephemeral wetlands with perennial pools at freshwater springs located along the lake margins. It encompasses 2 major springs, Post Office Springs & Warm Sulphur Springs, which are classified as jurisdictional wetlands. In California, Utah pickleweed occurs only in this area and in adjacent DVNP. The bosques & wetlands are prime stop-over and wintering habitats for migratory birds, as well as important areas for nesting birds. The riparian areas produce insect prey for native birds, bats, reptiles, & amphibians and provide shelter to desert bighorn sheep. When filled with water, this shallow lake has outstandingly scenic reflections of the surrounding mountains. The terrestrial and aquatic natural communities provide an additional ecosystem service of carbon sequestration. Some areas within the ACEC provide a combination of meteorological, geological, hydrological, topographical features that have been identified as important climate refugia (slow/minimized climate changes) for wildlife species.
Rose Spring	1%	Designated in recognition of important and irreplaceable cultural resources. This area encompasses archaeological site CA-INY-372. It includes five recorded areas of prehistoric cultural resources, is part of a natural travel corridor with an occupational history of at least 3000 years and is within an area of sensitivity to contemporary Native Americans. It also has hydrological values as it is bisected by the Los Angeles Aqueduct system. This area also contains desert tortoise habitat. Some areas within the ACEC provide a combination of meteorological, geological, hydrological, topographical features that have been identified as important climate refugia (slow/minimized climate changes) for wildlife species.
Sand Canyon	1%	This canyon contains exceptional diversity of flora and fauna, and its scenic value attracts many visitors. One of the most diverse areas in the West Mojave for small mammals, reptiles and birds. This riparian area is an important stopover for migratory birds. A broad array of species provides some of the most prolific and consistent wildflower blooms in the California Desert. The area also contains excellent habitat for the federally and state threatened desert tortoise. Some areas within the ACEC provide a combination of meteorological, geological, hydrological, topographical features that have been identified as important climate refugia (slow/minimized climate changes) for wildlife species. Prehistoric and historic cultural values exist within this area. These include prehistoric habitation sites associated with the perennial water source in the canyon, and a large labor camp associated with the construction of the Los Angeles Aqueduct.

ACECs	Disturbance Cap	Relevance and Importance Criteria
Short Canyon	1%	Rich botanical resources, unusual vegetation and diverse flora. Wildlife of special management concern includes Mohave ground squirrel, Golden eagle and Prairie falcon. Unusual riparian plant assemblages occur that are rare in the desert environment.
Sierra Canyons	1%	The Eastern front Sierra Canyons were a critical part of the Native American seasonal round. Not only did these places have necessary water in the summer, they provided access points to the hunting grounds of the Sierra Nevada crest, sacred areas associated with mountains. They also served as conduits for trade with groups over the mountains in the Central Valley and beyond to the Coast. The North and South Units of the Sierra Canyons ACEC contain many large, prehistoric National Register of Historic Places eligible properties in relatively undisturbed contexts. These sites have high densities of obsidian and other types of lithic material unparalleled in the Ridgecrest Field Office. The sites located in these canyons have the potential to answer some of the most pressing questions in California archaeology, particularly about trade, human adaptation to changing environments, and culture contact and interaction.
Trona Pinnacles	1%	This area was designated in recognition of outstanding scenic quality and unique geologic formations. It contains one of the most unusual geologic formations in the California desert consisting of over 500 spires that are the most outstanding example of tufa in North America. These rock formations were designated a National Natural Landmark.
Mohave Ground Squirrel	1%	The habitat contains a diversity of desert shrubs that is home to many sensitive species such as Nelson's bighorn sheep (<i>Ovis canadensis nelsoni</i>), bat species, and resident and migrating birds. Desert shrub communities also provide an ecosystem service of carbon sequestration important in mitigating greenhouse gas emissions and global warming. Many BLM special status plant species potentially occur here also, such as the Mojave Tarplant. Some areas within the ACEC provide a combination of meteorological, geological, hydrological, topographical features that have been identified as important climate refugia (slow/minimized climate changes) for wildlife species.

2.6 ACECs – Travel Management Actions and Recreation Restrictions

ACECs	Travel Management Actions and Recreation Restrictions
Ayers Rock	<p>Management Actions</p> <ul style="list-style-type: none"> • Designated routes will be signed and managed in accordance to the local TMP, as funding allows. • Un-authorized routes will be rehabilitated/restored as funding allows. • Provide for group camping and equestrian facilities • Develop interpretive materials highlighting area values • Develop campground host program <p>Restrictions</p> <ul style="list-style-type: none"> • Motorized, non-motorized, non-mechanized, etc. including casual as well as permitted use • All forms of casual and permitted recreational uses are allowed including but not limited to dispersed camping, hunting, photography, picnicking, climbing, rock hounding, astronomy/star gazing, nature study and viewing as long as these activities due not degrade the relevant and important values that the ACEC has been established for
Fossil Falls	<p>Management Actions</p> <ul style="list-style-type: none"> • Install protective vehicle barriers and closures signs • Develop foot trail • Regularly monitor trail use • Restore and rehabilitate trails as appropriate and as funding allows • Unauthorized routes will be rehabilitated/restored as funding allows • Develop trails/ designate day use and camping areas • Develop interpretive materials for ACEC/ cultural resources • Develop interpretive materials for recreational opportunities, including allowable rock climbing activities and location <p>Restrictions</p> <ul style="list-style-type: none"> • Camping and picnicking in designated areas • Firearms prohibited • Rock climbing where impacts to cultural resources occur are minimized

ACECs	Travel Management Actions and Recreation Restrictions
Olancha Greasewood	<p>Management Actions</p> <ul style="list-style-type: none"> • Designated routes will be signed and managed in accordance to the local TMP, as funding allows • Unauthorized routes will be rehabilitated/restored as funding allows • Identify access routes, which minimize impact to resources • Limit vehicles to open designated routes by signing, fencing, and barriers as funding allows • Increase information to public. • Increase compliance with resource protections • Increase information to public and increase compliance; maintain signs, vehicle barriers and kiosks <p>Restrictions</p> <ul style="list-style-type: none"> • Open use by vehicles would continue under the Olancha Recreational Vehicle Open Areas • All forms of casual and permitted recreational uses are allowed including but not limited to dispersed camping, hunting, photography, picnicking, rock hounding, astronomy/star gazing, nature study and viewing
Panamint and Argus	<p>Management Actions</p> <ul style="list-style-type: none"> • Routinely sign and monitor designated routes • Use minimization criteria for designating routes in Mohave ground squirrel areas • Keep routes out of streams and significant riparian areas where good alternatives exist. Where routes need to cross streams and riparian areas, they will be managed appropriately to minimize impacts. • Interpret open designated vehicle routes following historic trails, such as the Escape Trail and the Nadeau Trail, through the area. Develop and manage these trails to provide for a high quality, primitive recreational experience, emphasizing scenery and historic significance. • Increase compliance with fire restrictions, camping limits, and vehicle use on the designated route system <p>Restrictions</p> <ul style="list-style-type: none"> • Continue and enforce vehicle closure on Panamint Dry Lake • Restrict vehicle use across the lakebed to designated routes • If public safety or resource protection warrants, impose seasonal and/or permanent restrictions on target shooting in sensitive riparian areas and where large numbers of people congregate to park or camp • Follow-through with the existing Great Fall Basin ACEC recommendation to prohibit target shooting within the original ACEC boundaries in the large wash on the approach to and at the base of the falls. This prohibition is necessary to reduce litter (particularly broken glass) and to protect public safety. • Within the original Great Falls Basin ACEC, continue hill climb reclamation, graffiti removal, camping and fire restrictions (no closer than 200 meters from a desert wildlife watering hole), and burro enclosure fences. Extend similar protections as needed to maintain visual resources, protect springs and riparian areas, and to support towhees within the expanded area in Northern Searles Valley and throughout the Argus Range.

ACECs	Travel Management Actions and Recreation Restrictions
Rose Spring	<p>Management Actions</p> <ul style="list-style-type: none"> • Designated routes will be signed and managed in accordance with the local TMP, as funding allows. Unauthorized routes will be rehabilitated/restored as funding allows. • Install signs for interpretation/entry/closure • Improve compliance to prevent unauthorized collecting and vandalism of cultural resources. <p>Restrictions</p> <ul style="list-style-type: none"> • Limit off-highway vehicle use to designated routes as per the local TMP.
Sand Canyon	<p>Management Actions</p> <ul style="list-style-type: none"> • Vehicle traffic is limited to designated roads and trails • Inform the public of the importance of the ACEC <p>Restrictions</p> <ul style="list-style-type: none"> • Designate no new routes in the ACEC • Through the local TMP assess the existing route network in order to potentially designate routes through the ACEC and close routes
Short Canyon	<p>Management Actions</p> <ul style="list-style-type: none"> • Protect sensitive habitat from impacts associated with vehicle traffic • Through the local TMP assess the existing route network in order to potentially designate routes through the ACEC and close routes • Inform the public of the importance of the ACEC • As funding allows, all designated routes will be signed • As funding allows, all undesignated OHV routes and routes identified as closed will be rehabilitated/restored • Install interpretive signs at access points to the ACEC <p>Restrictions</p> <ul style="list-style-type: none"> • Vehicle traffic is limited to designated roads and trails • Designate no new routes in the ACEC
Sierra Canyons	<p>Management Actions</p> <ul style="list-style-type: none"> • Sign designated routes routinely • Rehabilitate unauthorized vehicle play areas and hill climbs as funding allows, particularly where off-route vehicle use is creating problems for wildlife and visual resources • Inform the public of the importance of the ACEC • As funding allows, all designated routes will be signed • As funding allows, all undesignated OHV routes and routes identified as closed will be rehabilitated/restored • Install interpretive signs at access points to the ACEC <p>Restrictions</p> <ul style="list-style-type: none"> • Limit vehicles to open designated routes as per the local TMP and prevent user-created routes from developing

ACECs	Travel Management Actions and Recreation Restrictions
Trona Pinnacles	<p>Management Actions</p> <ul style="list-style-type: none"> • Install and maintain Highway destination signs • Designate routes for travel • Restore, rehabilitate, or otherwise block access on non-designated trails • Establish a day use area with picnic area and toilet. • Limit OHV use to designated routes • Create interpretive guide and trails • As funding allows, all designated routes will be signed • As funding allows, all undesignated OHV routes and routes identified as closed will be rehabilitated/restored • Install interpretive signs at access points to the ACEC <p>Restrictions</p> <ul style="list-style-type: none"> • Prohibit camping at the designated picnic area • Closed to shooting
Mohave Ground Squirrel	<p>Management Actions</p> <ul style="list-style-type: none"> • Designated routes will be signed and managed in accordance to the local TMP, as funding allows. • Un-authorized routes will be rehabilitated/restored as funding allows. • Manage travel to reduce impacts to sensitive cultural resources • Identify access routes that minimize impact to resources • Limit vehicles to open designated routes by signing, fencing, and barriers as funding allows • Provide recreation opportunities that are compatible with cultural resource preservation by providing dispersed opportunities for enjoyment of the ACEC attributes • Manage camping to minimize impacts to cultural resources <p>Restrictions</p> <ul style="list-style-type: none"> • Refer to the Red Mountain Special Recreation Management Area (SRMA) write-up for detailed objectives, allocations, and management direction

2.7 Restoration Priorities

- TLDs and other surface disturbances that are affecting the Trona Pinnacles National Natural Landmark and ACEC.
- Within Core Population areas of the Mohave Ground Squirrel.
- Routes that are affecting cultural sites listed on the National Register of Historic Places.
- Routes that are resulting in trespass into designated Wilderness areas and Wilderness Study Areas.
- Items that are affecting the Visual Resource Classification for an area.
- Will be further established after West Mojave Route Network is complete.

2.8 Kiosks

Currently within TMA 2 there are thirteen kiosks at major entry points and campgrounds, including:

- Off of Pinnacle Rd. and southeast of Trona Rd.
- Fossil Falls Parking Lot
- Off Fossil Falls Access Rd. and southwest of Fossil Falls Trailhead
- Fossil Falls Campground
- Intersection of 2nd LA Aqueduct and Sand Canyon Rd.
- Off of Short Canyon Rd. and west of Hwy 395
- Intersection of Los Angeles Aqueduct and Indian Wells Canyon Rd.
- South of Indian Wells Canyon Rd. and west of Manuel Canyon
- Off of Zinc Mill Rd. and southwest of Darwin Rd.
- Off of Centennial Rd. and south of Hwy 190
- Off of Hwy 190 and northeast of Hwy 395
- Off of Pinnacle Rd and northeast of Spangler Hills OHV Area
- Off of Trona Wildrose Rd. and north of Valley Wells Rd.

2.9 Key Messages

Key messages to communicate may include the following:

- Tread Lightly (Leave No Trace)
- Help Restore the Desert (Vegetation/Soils, Respect Closed Signs)
- Safety (Training Opportunities/Use of Vehicles/Respect Others on the Road/ Railroad Crossings)
- Enjoy Your Special Resources
- Know Where to Go (Rockhounding, Climbing, Racing, Birding, etc.)
- Enjoy the Public Lands Responsibly (Staying on designated routes, Take only pictures, Leave it for others to discover as well)
- Recreational opportunities to enjoy in the area (Climbing, hiking, OHV use, equestrian, star gazing)
- Enjoying the outstanding Trona Pinnacles National Natural Landmark
- Discover the Past, Protect the Future
- Please Don't Erase the Traces of America's Past
- Respect Wildlife

- Comply with Fire Restrictions
- Stay Out, Stay Alive (Mines)

2.10 Key Partnerships

- a. U.S. National Park Service
- b. U.S. Fish and Wildlife Service
- c. U.S. Geological Survey
- d. U.S. Department of Defense
- e. China Lake Naval Weapons Station
- f. National Fish and Wildlife Habitat Fund
- g. State and county governments and agencies
- h. Old Spanish Trail Association
- i. Individual citizen volunteers from the communities within the boundaries of TMA 2, local, state, and national interest organizations.
- j. Adjacent landowners, railroads, conservation groups, Friends groups, etc.

2.11 Transportation and Management Issues

The following four transportation management issues in TMA 2 need to be addressed and will be pursued as funding and other resources become available.

- Pursue agreement with the Union Pacific Railway to relinquish the complete ROW for their former railbed to the BLM. Where the ROW crosses private property, pursue easements or purchases of appropriate lands to provide for a continuous route corridor that could stretch from Ridgecrest to Olancho.
- Complete inventory and evaluation of the Nadeau Trail that is located in the North Searles subregion. This effort could allow for the possible extension of the Nadeau National Recreation Trail.
- Enhance the existing route to the Trona Pinnacles to an all-weather road so that the site remains accessible year round especially following a rainstorm.
- Harden with material such as asphalt the access road into the Fossil Falls day use picnic area, parking lot, and trailhead.

2.12 Monitoring

The following intervals and standards for monitoring and evaluation have been set, based on the sensitivity of the resource decisions involved for specific areas in TMA 2:

1. Monthly basis: None.
2. Quarterly basis: Monitor the Trona Pinnacles National Natural Landmark boundary designated access points, as funding allows.

3. Yearly basis: Monitor the boundaries of the Owens Peak, Sacatar Trail, Coso Range, Darwin Falls, and Argus Range Wilderness Areas along with the Great Falls Basin Wilderness Study Area for vehicle incursions, as funding allows.
4. Opportunistic or incidental basis: Problem areas will be identified and if impacts are not readily resolved, areas where these impacts are occurring may be moved to a more frequent monitoring interval, based on the issues identified.

This does not preclude monitoring at a frequency unique to the situation, for any designated route or area undergoing active travel management. Generally, in these cases, monitoring occurs immediately after a corrective action is taken, and remains at an elevated level for a period of months to years, depending on the situation.

2.13 Implementation Priorities

A table presenting the anticipated schedule for implementing actions described in this TMP will be developed. Note the timing of implementation of the actions listed in the table may change based on funding. The BLM will track planning and implementation progress using the travel management module in the Recreation Management Information System (RMIS).

3.0 TMA 3

This TMP, consisting of this section and Section 1.0 Information Common to All TMAs, is an implementation level plan that addresses comprehensive travel and transportation management within Travel Management Area (TMA) 3, which is located within the Barstow Field Office area. TMA 3 is generally located east of Interstate 15 and south of SR 247, and continuing east and south on either side of US62 to the east and south boundaries of the West Mojave Planning Area, along Amboy Road (east) and near Sand to Snow National Monument (south). TMA 3 contains five subregions: Joshua Tree, Juniper Flats, Sand to Snow National Monument, Rattlesnake Canyon, and Wonder Valley. TMA 3 encompasses approximately 788,179 acres of BLM land.

The primary locations that are accessed within this TMA include: Sand to Snow National Monument, Pinto Mountains ACEC, Pisgah Crater, Amboy Crater, Razor Off-highway Vehicle (OHV) Open Area, and Cady Mountain Wilderness Study Area (WSA).

3.1 Transportation System

The TMA 3 designated network limits disturbance within designated National Conservation Lands (NCL) and ACECs, and is consistent with other designated area goals and objectives while enhancing access outside of designated sensitive areas such as the Sand to Snow National Monument and the Pinto Mountains Wilderness. The recommendations of the Desert Advisory Council, the County, local communities, and public commenters on the WMRNP Draft SEIS were considered during the development of the TMA 3 network and other implementation strategies, and appropriate adjustments were made to the transportation system consistent with the design principles. Adjacent federal land managers were also consulted to coordinate access and maximize consistency across jurisdictional lines.

The network minimizes regional and site-specific issues and conflicts on public lands by avoiding high-sensitivity locations, reducing threats, and redirecting access on a route-specific basis to provide a more coherent network. The network also utilizes regional measures to minimize overall network impacts, closes routes where the network is the source of an excessive amount of ground disturbance in sensitive areas, includes site-specific minimization strategies, and includes an implementation strategy that promotes and supports active partnerships.

Subregion Signing Codes:

- Joshua Tree = JT
- Juniper Flats = JF
- Sand to Snow National Monument = SA
- Rattlesnake Canyon = RC
- Wonder Valley = WV

3.2 List of Designated Areas

- Sand to Snow National Monument
- Marine Corps Air Ground Combat Center Twentynine Palms
- Big Morongo Canyon ACEC

- Carbonate Endemic Plants RNA ACEC
- Granite Mountain Wildlife Linkage ACEC
- Mojave Fringe-toed Lizard ACEC
- Old Woman Springs Wildlife Linkage ACEC
- Pinto Mountains ACEC
- Pipes Canyon ACEC
- Santos Manuel ACEC
- Whitewater Canyon ACEC
- Pinto Lucerne Valley and Eastern Slopes NCL
- Bighorn Mountain Wilderness NLCS
- Cleghorn Wilderness NLCS
- Pinto Mountains Wilderness NLCS
- San Gorgonio Wilderness NLCS
- Pacific Crest Trail SRMA
- Sand to Snow National Monument SRMA

3.3 Planning and Decision Maps

- See Chapter 2 in DSEIS
- See Figures G-9 to G-12 in Section 14, TMA Map Figures

3.4 Travel Management Area 3 - Goals and Objectives

The travel management objectives for this TMA are to provide access to its natural, recreational, and historic attractions consistent with and while maintaining the resource values that draw people to the area. Specific goals and objectives for TMA 3 have been developed to address unique features that include:

- Provide for a balanced and varied combination of recreational uses, including casual use as well as those requiring a Special Recreation Permit, while minimizing damage and degradation of the natural and cultural resources of this diverse management area.
- Provide for access to the non-motorized and non-mechanized trail network for such recreational activities as mountain biking, horseback riding, running, hiking and backpacking.
- Provide appropriate access to the ACECs within the TMA while protecting the natural and cultural resources for which each ACEC was designated.
- Allow for access to known rock hounding sites so that reasonable amounts of noncommercial rock and mineral collection can occur consistent with the goals of this

plan and the rules of conduct for recreation on public lands as specified in 43 CFR 8361.1-5.

- Preserve the right of access to mineral locations under the Mining Law of 1872 and consistent with federal Surface Management regulations (43 CFR 3809).
- Provide appropriate access to areas of traditional use in the ACECs as identified by Tribes and Tribal Organizations in the consultation process.
- Provide for access to areas of scientific studies for such purposes as paleontology, seismology, and soil structure by authorized individuals.
- Provide limited access to guzzlers, range management features and improvements for management purposes.
- Allow for the development of larger group campsites, secondary vehicle parking sites, or trailheads in previously disturbed locations, before considering new development locations.
- Do not enhance the routes in the network upon lands that have wilderness characteristics if a decision has been made to manage the area for its wilderness characteristics.
- Maintain intact riparian habitat for the Pacific Flyway and other wildlife resources by ensuring access does not degrade the habitat.
- Provide for the access to the public lands and the connectivity with the designated travel network from the communities and cities located within the TMA boundaries.
- Maintain connectivity for local residents in rural residential areas and generally emphasize casual multiple-use motorized touring and motor-dependent activities, such as hiking, throughout the TMA.
- Restrict routes to street-legal vehicles in areas that are predominantly rural residential in character.
- Enhance the existing motorcycle network to provide better connectivity and minimize conflicts.
- Designate a non-mechanized bicycle network consisting of some of the routes being used as non-mechanized bicycle trails to reduce conflicts.
- Maintain or enhance OHV use opportunities in areas with fewer conflicts, and focus on network connectivity in other areas.
- Maintain motorized and non-motorized access to popular recreational and commercial destinations, while minimizing unauthorized use and potential impacts to sensitive resources, consistent with applicable designated area goals and plans.
- Evaluate Juniper Road as a component of a Backcountry Byway loop with Bowen Road.
- Provide access to Deep Creek and the Pacific Crest Trail from public lands via the recognized hiking trail.
- Identify, develop and provide appropriate parking at designated trailheads to access popular hiking areas.

- Minimize route impacts to the botanically sensitive Carbonate Endemics ACEC and to culturally sensitive Juniper Flats ACEC resources.
- Maintain casual-use motorized access on designated routes through wildlife corridors, while limiting permitted events to lessen seasonal impacts to migrating bighorn sheep and other wildlife.
- Install and maintain existing fencing and restrictor gates to deter illegal use off of the designated network and inappropriate types of use on the network.
- Maintain public land access through the Rattlesnake Canyon Wilderness corridor and seek an easement to secure through access across private land.
- Maintain public land access to Music Valley.
- Assess transmontane routes in the TMA to assure safe conditions and adequate drainage and erosion controls.
- Coordinate access at entry points to public lands with adjacent jurisdictions.
- Identify appropriate locations and install additional kiosks at popular entryways into the public land network.
- Identify key collector roads and maintenance needs.
- Provide mountain biking opportunities in the Prayer Mountain area.
- Provide for joint use of through-access for visitors, local residents, and property owners, when appropriate, consistent with other agencies, and state and local governments, and seek appropriate ROWs or easements on key through-access roads.
- Designate existing ROWs and easements as joint public and commercial use routes, where appropriate, consistent with other transportation system goals, route designation parameters, and special area plans, and consistent with other goals and objectives of this TMA.
- Identify and direct access for new ROWs and other authorized activities to existing corridors/routes and emphasize joint use of routes by multiple ROW holders, when reasonable. Site-specific issues would be resolved under the terms of the authorization, in consultation with the permit, easement, or ROW holder.
- Maintain limited access to commercial ranching facilities where appropriate, and install and maintain appropriate barriers or gates; these are not through routes, and would not be included in the public route network.
- Provide appropriate access to active mining claims covered by notice or plan.

3.5 ACECs – Disturbance Caps and Relevance and Importance Criteria

ACECs	Disturbance Cap	Relevance and Importance Criteria
Big Morongo Canyon	1%	<p>The Preserve contains six distinct plant communities supporting diverse animal and plant life. The area is considered an important Bird Area with more than 247 bird species recorded in the Preserve and with at least 72 resident breeding species. The marsh and wetlands are considered a critical water source for many species such as Desert bighorn sheep and mule deer. Some areas within the ACEC provide a combination of meteorological, geological, hydrological, and topographical features that have been identified as important climate refugia (slow/minimized climate changes) for wildlife species.</p> <p>The Morongo Preserve was the site of a large (>10 acre) historic “Maringa” (Morongo) Native American Serrano permanent settlement. Present on the site are bedrock mortars, several types of ceramic wares, lithic tool stone debitage and numerous late period projectile points.</p>
Carbonate Endemic Plants RNA	0.5%, 1%	<p>This ACEC encompasses vital habitat for four federally listed and one unlisted narrowly endemic carbonate plant species. This ACEC also encompasses habitat for the San Diego Horned Lizard, Gray Vireo, and Bighorn Sheep. This area also functions as a primary wildlife connectivity zone.</p>
Granite Mountain Wildlife Linkage ACEC	0.25%	<p>Relevant biological resources including wildlife and plant assemblages. The area is critical for bighorn sheep, golden eagles, desert tortoise, prairie falcons and several other species. Additionally, numerous rare and sensitive plants have major populations here, and Joshua tree woodland is present, making the area regionally significant. The area provides critical links for wildlife populations to the north and south of this linkage area. Without this corridor, the towns of Lucerne Valley and Apple Valley could merge and create a block for wildlife movement.</p>

ACECs	Disturbance Cap	Relevance and Importance Criteria
Mojave Fringe-toed Lizard ACEC	1%	<p>These units have active and functioning ecological processes of sand transport by flooding followed by sand sorting into smaller particle sizes and deposition onto occupied habitat by wind, and must be maintained where these processes are still present. Sand dune ecosystems, including their source sand and sand corridors, are necessary for the long-term survivorship of aeolian sand specialists, such as fringe-toed lizards and several plant species. These areas protect this limited habitat type. Protected land includes areas for source sand, wind and sand corridors, as well as the sand dune habitat and its associated shade plants.</p> <p>The conservation of the Mojave fringe-toed lizard requires protection of the dune, hummock, and sand sheet habitat occupied by this species as well as of the sand sources and sand transport. The Mojave Fringe-toed Lizard (<i>Uma scoparia</i>) is endemic to southern California and a small area of western Arizona, where it is restricted to aeolian sand habitats in the desert. These units represent regionally important habitat. Mojave Fringe-toed Lizards are restricted to areas with fine, aeolian sand including both large and small dunes, margins of dry lakebeds and washes, and isolated pockets against hillsides.</p>
Old Woman Springs Wildlife Linkage ACEC	0.1%, 0.5%, 1%	<p>Relevant biological resources include wildlife and plant assemblages. The area is critical for bighorn sheep, Mojave fringed toed lizards, desert tortoise, burrowing owl and several other species. Additionally, numerous rare and sensitive plants have major populations here, making the area regionally significant. The area provides critical links for wildlife populations to the north and south of this linkage area.</p>
Pinto Mountains ACEC	0.5%, 1%	<p>This area provides high density desert tortoise habitat and encompassed designated desert tortoise critical habitat (DTCH). This area provides critical tortoise habitat linkage. Some areas within the ACEC provide a combination of meteorological, geological, hydrological, and topographical features that have been identified as important climate refugia (slow/minimized climate changes) for wildlife species.</p>
Pipes Canyon ACEC	0.1%	<p>Relevant and important resource values include prehistoric cultural resources associated with various indigenous periods. Area has numerous prehistoric resources that would meet criteria for inclusion to the National Register of Historic Places as contributing elements of an Eligible District. This area has the greatest concentration of known NRHP eligible sites within the Barstow Field Office.</p>

ACECs	Disturbance Cap	Relevance and Importance Criteria
Santos Manuel ACEC	0.1%	Recently an important archaeological site has been discovered in the area. The site is similar to the Topok Maze site near Needles CA and is an example of an extremely rare site type. This site meets criteria for eligibility to the National Register of Historic Places. James Ramos, Tribal Chairman from San Manuel requested of the Barstow Field Manager that this area be listed as a cultural ACEC to protect the site and cultural landscape. This area is in close proximity to the Pinto Basin that is within Joshua Tree National Park and is of great importance archaeologically to the prehistory of the area. Historically this area has many historic mining districts such as the Dale and New Dale mining districts.
Whitewater Canyon ACEC	1%	Relative riparian, wildlife, scenic and cultural values. The northern 2/3 of the ACEC is included in a wilderness area, and Whitewater Canyon is located in an ecotone where desert, mountain and coastal influences merge. These features, as well as a perennial stream running through the canyon, contribute to the area's diverse plant and animal life. Some areas within the ACEC provide a combination of meteorological, geological, hydrological, topographical features that have been identified as important climate refugia (slow/minimized climate changes) for wildlife species. An historic Indian village is also located in the northern part of the ACEC, as well as other important sites to the Indian population in the area. Its scenic beauty also makes it a popular recreational area for the public.

3.6 ACECs – Travel Management Actions and Recreation Restrictions

ACECs	Travel Management Actions and Recreation Restrictions
Big Morongo Canyon	<p>Management Actions</p> <ul style="list-style-type: none"> • Maintain ACEC values and manage as previously designated in the ACEC Plan • Install interpretive sign and kiosk inside northern boundary and at south end of canyon as funding allows • Coordinate land use programs and objectives with Nature Conservancy and San Bernardino County Regional Parks for adjacent lands <p>Restrictions</p> <ul style="list-style-type: none"> • Limit off-highway vehicle use to designated routes, designate mountain bike and equestrian use as per the local TMP • Camping in Big Morongo only with authorization • Discharge of firearms prohibited in Big Morongo • No pets/mountain bikes in Big Morongo • Little Morongo has open camping year round • Pets allowed in Little Morongo, but only on leash • Legal take of game with firearms allowed in Little Morongo • Equestrian users must stay on designated trails
Carbonate Endemic Plants RNA	<p>Management Actions</p> <ul style="list-style-type: none"> • Protect sensitive plant habitat from impacts associated with vehicle traffic • Unauthorized routes will be rehabilitated/restored as funding allows • All existing routes of travel on public lands within the ACEC would be designated as open, limited, or closed • The boundary road defining the perimeter of the ACEC is currently an open route. Most other existing routes within the ACEC are limited or closed. These internal routes cross-designated critical habitat for listed plants, but are open for limited use to allow access to claimholders, researchers, and other permitted events and activities. • Provide dispersed opportunities focusing on enjoyment of the ACEC attributes <p>Restrictions</p> <ul style="list-style-type: none"> • Permitted events, such as dual sport rides, can occur but would require monitoring and stipulations to avoid areas of botanical sensitivity adjacent to roads • No camping in critical habitat

ACECs	Travel Management Actions and Recreation Restrictions
Granite Mountain Wildlife Linkage	<p>Management Actions</p> <ul style="list-style-type: none"> • All designated routes will be signed • As funding allows, all routes identified as closed will be rehabilitated/restored • As funding allows, restore all undesignated incursions • Area would be managed within the Pacific Crest Trail and Stoddard / Johnson SRMAs • Reduce habitat impacts associated with vehicle use <p>Restrictions</p> <ul style="list-style-type: none"> • Vehicle traffic is limited to designated roads and trails
Mojave Fringe-toed Lizard	<p>Management Actions</p> <ul style="list-style-type: none"> • Protect Mojave Fringe-toed Lizard from impacts associated with vehicle traffic • Inform the public of the importance of the ACEC • Install interpretive signs at access points to the ACEC • Conduct public education efforts concerning OHV use in the desert <p>Restrictions</p> <ul style="list-style-type: none"> • Vehicle traffic is limited to designated roads and trails • Designate no new routes in the ACEC through the local TMP
Old Woman Springs Wildlife Linkage	<p>Management Actions</p> <ul style="list-style-type: none"> • Manage for the protection of Mojave fringe-toed lizard • Provide for general management and protection of paleontological resources <p>Restrictions</p> <ul style="list-style-type: none"> • Identify and implement actions to conserve and improve habitat conditions including the maintenance of sand transport corridors • Manage and protect fossil resources through route designation and restoration consistent with the Paleontological Resources Preservation Act
Pinto Mountains	<p>Management Actions</p> <ul style="list-style-type: none"> • Protect sensitive habitat from impacts associated with vehicle traffic • Designated routes will be signed and managed in accordance to the local TMP, as funding allows • Unauthorized routes will be rehabilitated/restored as funding allows • Install interpretive signs at access points to the ACEC • Inform the public of the importance of the ACEC • Conduct public education efforts concerning OHV use in the desert <p>Restrictions</p> <ul style="list-style-type: none"> • All vehicle traffic limited to designated roads and trails

ACECs	Travel Management Actions and Recreation Restrictions
Pipes Canyon	<p>Management Actions</p> <ul style="list-style-type: none"> • Protect sensitive habitat from impacts associated with vehicle traffic • Through the local TMP assess the existing route network in order to potentially designate routes through the ACEC and close routes • Inform the public of the importance of the ACEC • As funding allows, all designated routes will be signed • As funding allows, all undesignated OHV routes and routes identified as closed will be rehabilitated/restored • Install interpretive signs at access points to the ACEC <p>Restrictions</p> <ul style="list-style-type: none"> • Vehicle traffic is limited to designated roads and trails • Designate no new routes in the ACEC except to address human health and safety needs
Santos Manuel	<p>Management Actions</p> <ul style="list-style-type: none"> • Protect sensitive habitat from impacts associated with vehicle traffic • Through the local TMP assess the existing route network in order to potentially designate routes through the ACEC and close routes • Inform the public of the importance of the ACEC • As funding allows, all designated routes will be signed • As funding allows, all undesignated OHV routes and routes identified as closed will be rehabilitated/restored • Install interpretive signs at access points to the ACEC <p>Restrictions</p> <ul style="list-style-type: none"> • Vehicle traffic is limited to designated roads and trails • Designate no new routes in the ACEC
Whitewater Canyon	<p>Management Actions</p> <ul style="list-style-type: none"> • Provide recreation opportunities that are consistent with resource protection while minimizing effects on sensitive wildlife and plant • Create small recreation area in consultation with local landowners • Inform the public of the importance of the ACEC • As funding allows, all designated routes will be signed • As funding allows, all undesignated OHV routes and routes identified as closed will be rehabilitated/restored • Install interpretive signs at access points to the ACEC <p>Restrictions</p> <ul style="list-style-type: none"> • Vehicle traffic is limited to designated roads and trails

3.7 Restoration Priorities

- Transportation linear disturbances where rehabilitation would assist in directing the public away from potential safety hazards.
- The terminus of designated motorized routes leading to or ending in designated wilderness areas.

- Transportation linear disturbances that lead to illegal crossings of riparian areas.
- Three abandoned mine land features expected to be remediated in 2018.
- BAFO will develop partnerships to assist in the signing of open routes, the marking of closed routes, and restoration of closed routes in the Pinto Mountain subregion. Other subregions will be signed and marked as funds and resources become available slated for 2019 and beyond.

3.8 Kiosks

Currently, within TMA 3 there are twenty-three kiosks at major entry points and campgrounds, including:

- Off of Rattlesnake Canyon Rd. and south of Old Woman Springs Rd.
- Off of Viscera Spring Rd. and north of Burns Canyon Rd.
- Intersection of Hondo St. and Kickapoo Trail
- Intersection of Reche Rd. and Old Woman Springs Rd.
- Intersection of Amboy Rd. and Utah Trail
- Intersection of Twentynine Palms Highway and Gold Crown Rd.
- Off of Grapevine Canyon Rd. and south of Santa Rosa Rd.
- Off of Coxey Rd. and north of Oak Springs Rd.
- Intersection of Juniper Flats Rd. and Blake Rd.
- East of Coxey Rd. and west of Arrastre Falls
- Off of Coxey Rd. and northeast of Oak Springs Campground
- Off of Juniper Flats Rd. and west of Bowen Ranch Rd.
- East of Deep Creek Rd. and Arrowhead Equestrian Estates
- Arrastre Falls Kiosk east of Coxey Rd.
- South of Santa Rosa Rd. and north of Rabbit Run Wash
- West of Intersection of Lovelace Canyon Rd. and Canyon View Rd.
- East of Teton Rd. and west of Rabbit Run Wash
- Off of Grapevine Canyon Rd. and on southern boundary of Juniper Flats subregion
- West of Grapevine Canyon Rd. and on southern boundary of Juniper Flats subregion
- West of Coxey Rd. and south of Rabbit Run Wash
- Southeast of Bowen Ranch Camping Lot
- Arrastre Falls Trail Head
- Off of Powerline Rd. and south of Asien Rd.

3.9 Key Messages

Key messages to communicate may include the following:

- Tread Lightly—stay on designated routes
- Leave No Trace—Pack it in, Pack it out
- Help Restore the Desert (Vegetation/Soils, Respect Closed Signs)
- Safety (Training Opportunities/Use of Vehicles/Respect Others on the Road/ Railroad Crossings)
- Discover the Desert
- Know Where to Go (Rockhounding, Climbing, Racing, Birding, etc.)
- Recreational opportunities to enjoy in the area (Climbing, hiking, OHV use, equestrian, star gazing)
- Discover the Past, Protect the Future
- Respect Wildlife
- Comply with Fire Restrictions
- Please Don't Erase the Traces of America's Past
- Stay Out, Stay Alive (Mines)

3.10 Key Partnerships

- a. U.S. Department of Defense
- b. U.S. Fish and Wildlife Service
- c. U.S. Geological Survey
- d. U.S. National Forest Service
- e. U.S. National Park Service
- f. Marine Corps Air Ground Combat Center Twentynine Palms
- g. National Fish and Wildlife Habitat Fund
- h. Friends of Juniper Flats
- i. Mojave Desert Land Trust
- j. Transition Habitat
- k. State and county governments and agencies
- l. Individual citizen volunteers from the communities within the boundaries of TMA 3, local, state, and national interest organizations.
- m. Adjacent landowners, railroads, conservation groups, Friends groups, etc.

3.11 Transportation and Management Issues

The following transportation management issue in TMA 3 needs to be addressed and will be pursued as funding and other resources become available.

- Development of access management strategy adjacent to the San Bernardino National Forest area without roads in the Juniper Flats subregion.

3.12 Monitoring

The following intervals and standards for monitoring and evaluation have been set, based on the sensitivity of the resource decisions involved for specific areas in TMA 3:

1. Monthly basis: None.
2. Quarterly basis: Monitor the Juniper Flats subregion designated routes in the Carbonate Endemic ACEC, as funding allows.
3. Yearly basis: Monitor the routes in all other ACECs, as funding allows.
4. Opportunistic or incidental basis: Problem areas will be identified and if impacts are not readily resolved, areas where these impacts are occurring may be moved to a more frequent monitoring interval, based on the issues identified.

This does not preclude monitoring at a frequency unique to the situation, for any designated route or area undergoing active travel management. Generally, in these cases, monitoring occurs immediately after a corrective action is taken, and remains at an elevated level for a period of months to years, depending on the situation.

3.13 Implementation Priorities

A table presenting the anticipated schedule for implementing actions described in this TMP will be developed. Note the timing of implementation of the actions listed in the table may change based on funding. The BLM will track planning and implementation progress using the travel management module in the Recreation Management Information System (RMIS).

4.0 TMA 4

This TMP, consisting of this section and Section 1.0 Information Common to All TMAs, is an implementation level plan that addresses comprehensive travel and transportation management within Travel Management Area (TMA) 4, which is located along the western and southern borders of the Ridgecrest Field Office area. TMA 4 is generally located south of Highway 178, west of State Route 14, south of Highway 58 and southwest of Edwards Air Force Base down to the northern boundary of the Angeles National Forest. TMA 4 contains three subregions: Jawbone, Middle Knob, and Lancaster. TMA 4 encompasses approximately 1,234,703 acres of BLM land.

The primary locations that are accessed within this TMA include: Jawbone Canyon and Dove Springs Open areas, Jawbone/Butterbrecht, Middle Knob and Big Rock Creek Wash ACECs, Bendire's thrasher, and Mohave Ground Squirrel Conservation Areas and Antelope Valley.

4.1 Transportation System

The TMA 4 designated network limits disturbance within designated NCLs and ACECs and is consistent with other designated area goals and objectives, while enhancing access outside of designated sensitive areas such as the Fremont/Kramer and Jawbone/Butterbrecht ACECs. The recommendations of the Desert Advisory Council, the County, local communities, and public commenters on the WMRNP Draft SEIS were considered during the development of the TMA 4 network and other implementation strategies, and appropriate adjustments were made to the transportation system consistent with the design principles. Adjacent federal land managers were also consulted to coordinate access and maximize consistency across jurisdictional lines.

The network minimizes regional and site-specific issues and conflicts on public lands by avoiding high-sensitivity locations, reducing threats, and redirecting access on a route-specific basis to provide a more coherent network. The network also utilizes regional measures to minimize overall network impacts, closes routes where the network is the source of an excessive amount of ground disturbance in sensitive areas, includes site-specific minimization strategies, and includes an implementation strategy that promotes and supports active partnerships.

Subregion Signing Codes:

- Jawbone = JB
- Middle Knob = MK
- Lancaster = LA

4.2 List of Designated Areas

- Fremont/Kramer ACEC
- Jawbone/Butterbrecht ACEC
- Horse Canyon ACEC
- Middle Knob ACEC
- Mohave Ground Squirrel ACEC
- Mojave Fringe-toed Lizard ACEC

- West Desert and Eastern Slopes NCL
- Bright Star Wilderness NLCS
- Kiavah Wilderness NLCS
- Jawbone Canyon (OHV) Open Area
- Dove Springs (OHV) Open Area
- Jawbone SRMA
- Middle Knob SRMA
- Pacific Crest Trail SRMA

4.3 Planning and Decision Maps

- See Chapter 2 in DSEIS
- See Figures G-13 to G-16 in Section 14, TMA Map Figures

4.4 Travel Management Area 4 - Goals and Objectives

The travel management objectives for this TMA are to provide access to its natural, recreational, and historic attractions consistent with and while maintaining the resource values that draw people to the area. Specific goals and objectives for TMA 4 have been developed to address unique features that include:

- Provide for a balanced and varied combination of recreational uses, including casual use as well as those requiring a Special Recreation Permit, while minimizing damage and degradation of the natural and cultural resources of this diverse management area.
- Provide for access to the non-motorized and non-mechanized trail network for such recreational activities as mountain biking, horseback riding, running, hiking and backpacking.
- Provide appropriate access to the ACECs within the TMA while protecting the natural and cultural resources for which each ACEC was designated.
- Allow for access to known rock hounding sites so that reasonable amounts of noncommercial rock and mineral collection can occur consistent with the goals of this plan and the rules of conduct for recreation on public lands as specified in 43 CFR 8361.1-5.
- Preserve the right of access to mineral locations under the Mining Law of 1872 and consistent with federal Surface Management regulations (43 CFR 3809).
- Provide appropriate access to areas of traditional use in the ACECs as identified by Tribes and Tribal Organizations in the consultation process.
- Provide for access to areas of scientific studies for such purposes as paleontology, seismology, and soil structure by authorized individuals.

- Provide limited access to guzzlers, range management features and improvements for management purposes.
- Allow for the development of larger group campsites, secondary vehicle parking sites, or trailheads in previously disturbed locations, particularly within the Jawbone and Middle Knob subregions, before considering new development locations.
- Do not enhance the routes in the network upon lands that have wilderness characteristics if a decision has been made to manage the area for its wilderness characteristics.
- Maintain intact riparian habitat for the Pacific Flyway and other wildlife resources by ensuring access does not degrade the habitat.
- Provide for the access to the public lands and the connectivity with the designated travel network from the communities and cities located within the TMA boundaries.
- Maintain the seasonal closure (February 1 through July 1) on the use of routes within the Robbers Roost Birds of Prey Nesting Area.
- Provide access to the Robbers Roost area for recreational opportunities such as rock climbing, picnicking, and camping outside of the seasonal closure period.
- Provide for access to and enhancement of trailheads that connect with the Pacific Crest Trail. Make trailhead access available for passenger vehicles and horse trailers. Provide appropriate parking areas at trailheads.
- Provide for access to, and enjoyment of, the Dove Springs and Jawbone Canyon OHV Open Areas.
- Provide for, manage, and maintain motorcycle (single-track) recreation opportunities within the Jawbone and Middle Knob subregions.
- Work with California State Parks, Off-Highway Motor Vehicle Recreation Division to provide a designated route network that allows access for administrative and future public use of the intermixed state-owned sections of lands within the Jawbone subregion.
- Provide access to Sequoia National Forest lands for both motorized and non-motorized recreational uses, including hunting, hiking, and OHV use.
- Protect the Big Rock Creek Wash for its purpose of acting as an alluvial sand transport path that also provides a critical wildlife linkage corridor from the valley floor to the mountains. It is also within a proposed Significant Ecological Area (Big Rock Creek SEA) designated by Los Angeles County.

4.5 ACECs – Disturbance Caps and Relevance and Importance Criteria

ACECs	Disturbance Cap	Relevance and Importance Criteria
Fremont-Kramer	0.5%	This unit contains Desert Tortoise Critical Habitat designated by the FWS. This habitat is considered essential to the recovery of the federally listed desert tortoise. Critical habitat consists of areas “on which are found those physical or biological features (I) essential to the conservation of the species and (II) which may require special management considerations or protection.” The area also encompasses essential movement corridors that link wildlife habitats in the Western Rand Mountains and Fremont Valley to the Cuddeback Lake area and to both the Golden Valley and Grass Valley Wildernesses. A variety of songbirds use the area, both during migration and as nesting habitat. Resident songbird species include loggerhead shrikes and Le Conte's thrashers. This area provides critical desert tortoise habitat linkage.
Jawbone-Butterbrecht	1%	Relevant wildlife habitat and Native American values. Contains some of the more productive wildlife habitat in the California Desert including an important migratory bird stopover and part of a major raptor and vulture migratory corridor. Contains yellow-eared pocket mouse, Bendire's Thrasher and Mohave ground squirrel habitat. West Mojave endemic plant Kelso Creek Monkeyflower has nearly its entire range within the ACEC Joshua tree woodland provides nesting habitat for native birds and a food source for Mohave ground squirrel. Native American heritage and religious sites present. Some areas within the ACEC provide a combination of meteorological, geological, hydrological, topographical features that have been identified as important climate refugia (slow/ minimized climate changes) for wildlife species. Part of the Pacific Crest Trail crosses the ACEC. Sites historically used by Kawaiisu for traditional religious and secular purposes.
Horse Canyon	1%	Regionally significant populations of Kern buckwheat (<i>Eriogonum kennedyi</i> var. <i>pinicola</i>). This area was designated to protect areas of Kern buckwheat habitat and to monitor suitable habitat for flax-like monardella (<i>Monardella linoides</i> var. <i>oblonga</i>). It is also designated as a Key Raptor Area. Joshua tree woodland is also present.

ACECs	Disturbance Cap	Relevance and Importance Criteria
Middle Knob	1%	The Horse Canyon ACEC lies within an area that was a major east-west corridor for precontact Native American movement between the California desert and Great Basin regions to the coast. The area was ethnographically occupied by the Kawaiisu Tribe and informants have identified several spiritually important locations within the ACEC. It is highly likely that Tribal landscape level cultural and spiritual values are still relevant. Of the paleontological resource values known within and adjacent to the area the unique presence of the Phillips Ranch vertebrate locality provides high research potential to yield significant information on vertebrate fossils and the history of geologic/fault activity in the region. In addition to cultural and paleontological resources, seven BLM sensitive plants have been documented to occur in the area: Spanish Needle Onion (<i>Allium shevockii</i>), Palmer's mariposa lily (<i>Calochortus palmeri</i> var. <i>palmeri</i>), Cache Peak buckwheat (<i>Eriogonum kennedyi</i> var. <i>pinicola</i>), Pale-yellow layia (<i>Layia heterotricha</i>), Calico monkeyflower (<i>Mimulus pictus</i>), Spjut's bristle-moss (<i>Orthotrichum spjutii</i>), and Piute Mountains jewelflower (<i>Streptanthus cordatus</i> var. <i>piutensis</i>). There is currently one mining claim within the ACEC associated with the Horse Canyon agate field.
Mohave Ground Squirrel	1%	The habitat contains a diversity of desert shrubs that is home to many sensitive species such as Nelson's bighorn sheep (<i>Ovis canadensis nelsoni</i>), bat species, and resident and migrating birds. Desert shrub communities also provide an ecosystem service of carbon sequestration important in mitigating greenhouse gas emissions and global warming. Many BLM special status plant species potentially occur here, also, such as the Mojave Tarplant. Some areas within the ACEC provide a combination of meteorological, geological, hydrological, topographical features that have been identified as important climate refugia (slow/minimized climate changes) for wildlife species.
Mojave Fringe-toed Lizard	0.5%	<p>These units have active and functioning ecological processes of sand transport by flooding followed by sand sorting into smaller particle sizes and deposition onto occupied habitat by wind and must be maintained where these processes are still present. Sand dune ecosystems, including their source sand and sand corridors, are necessary for the long-term survivorship of aeolian sand specialists, such as, fringe-toed lizards and several plant species. These areas protect this limited habitat type. Protected land includes areas for source sand, wind and sand corridors, as well as the sand dune habitat and its associated shade plants.</p> <p>The conservation of the Mojave fringe-toed lizard requires protection of the dune, hummock, and sand sheet habitat occupied by this species as well as of the sand sources and sand transport. The Mojave Fringe-toed Lizard (<i>Uma scoparia</i>) is endemic to southern California and a small area of western Arizona, where it is restricted to aeolian sand habitats in the desert. These units represent regionally important habitat. Mojave Fringe-toed Lizards are restricted to areas with fine, aeolian sand including both large and small dunes, margins of dry lakebeds and washes, and isolated pockets against hillsides.</p>

4.6 ACECs – Travel Management Actions and Recreation Restrictions

ACECs	Travel Management Actions and Recreation Restrictions
Fremont/Kramer	<p>Management Actions</p> <ul style="list-style-type: none"> • Evaluate existing route network and provide for appropriate designation of roads and trails • Provide for group camping and equestrian facilities • Develop interpretive materials highlighting area values • Develop campground host program <p>Restrictions</p> <ul style="list-style-type: none"> • Limit off-highway vehicle use to designated routes as per the local TMP • Camping limited to the three designated campgrounds • Campfires are limited to designated campgrounds. Firewood collection is prohibited. • No target shooting
Jawbone/Butterbredt	<p>Management Actions</p> <ul style="list-style-type: none"> • Designated routes will be signed and managed in accordance to the local TMP, as funding allows. • Unauthorized routes will be rehabilitated/restored as funding allows • Provide routine maintenance of the designated roads and trails system including installation of routine signs, markers, culverts, ditches, water bars, barriers, gates, or cattle guards on/or adjacent to system roads and trails, as funding allows • Provide interpretive, directional, and regulatory signs and materials as necessary to provide public information and reduce impacts from recreational use <p>Restrictions</p> <ul style="list-style-type: none"> • Allow stopping and parking within 25 feet, and camping within 100 feet of centerline of designated routes

ACECs	Travel Management Actions and Recreation Restrictions
Horse Canyon	<p>Management Actions</p> <ul style="list-style-type: none"> • All designated open roads and trails will be signed and managed in accordance to the local TMP • As funding allows, restore all undesignated roads or trails • Provide routine maintenance of the designated roads and trails system including installation of routine signs, markers, culverts, ditches, water bars, barriers, gates, or cattle guards on/or adjacent to system roads and trails • Provide interpretive, directional, and regulatory signs and materials as necessary to provide public information and reduce impacts from recreational use • Allow stopping and parking within 25 feet, and camping within 100 feet of centerline of designated routes • Manage recreational shooting consistent with state and local laws • Allow SRP events, which do not negatively affect ACEC Relevance and Importance Values <p>Restrictions</p> <ul style="list-style-type: none"> • Allow stopping and parking within 25 feet, and camping within 100 feet of centerline of designated routes
Middle Knob	<p>Management Actions</p> <ul style="list-style-type: none"> • Provide for landscape connectivity while providing for compatible public uses <p>Restrictions</p> <ul style="list-style-type: none"> • Appropriate multiple uses will be allowed provided they are consistent with the CMAs in the LUPA and compatible with the purposes for which the ACEC was designated
Mohave Ground Squirrel	<p>Management Actions</p> <ul style="list-style-type: none"> • Manage for the protection of Mojave fringe-toed lizard • Provide for general management and protection of Paleontological Resources <p>Restrictions</p> <ul style="list-style-type: none"> • Identify and implement actions to conserve and improve habitat conditions including the maintenance of sand transport corridors • Manage and protect fossil resources through route designation and restoration consistent with the Paleontological Resources Preservation Act
Mojave Fringe-toed Lizard	<p>Management Actions</p> <ul style="list-style-type: none"> • Vehicle traffic is limited to designated roads and trails • Inform the public of the importance of the ACEC <p>Restrictions</p> <ul style="list-style-type: none"> • Designate no new routes in the ACEC • Through the local TMP assess the existing route network in order to potentially designate routes through the ACEC and close routes

4.7 Restoration Priorities

- Routes that are resulting in trespass into designated Wilderness Areas.
- Routes that are leading to Motorized and Mechanized vehicle use of the Pacific Crest Trail.
- TLDs and other surface disturbances that are within Core Population areas of the Mohave Ground Squirrel.
- Routes that are impacting cultural sites listed on the National Register of Historic Places.
- Items that are affecting the Visual Resource Management for an area.

4.8 Kiosks

Currently, within TMA 4 there are twenty-seven kiosks at major entry points and campgrounds, including:

- Across from Freeman Junction/California Historical Landmark No. 766
- Intersection of California State Route 178 and Los Angeles Aqueduct Rd.
- Off of California State Route 178 and north of Freeman Canyon
- Off of Hwy 14 and south Robber's Roost Ranch
- Intersection of Hwy 14 and Horse Canyon Rd.
- Off of Horse Canyon Rd. and northwest of Sage Canyon Rd
- Off of Hwy 14 and northwest of Redrock Inyokern Rd.
- Off of Hwy 14 and north of Dove Springs Entrance
- Off of Los Angeles Aqueduct Rd. and within Jawbone OHV Area 1
- Off of Los Angeles Aqueduct Rd. and within Jawbone OHV Area 2
- Off of Los Angeles Aqueduct Rd. and within Jawbone OHV Area 3
- Jawbone Canyon Store off of Hwy 14
- Off of Jawbone Canyon Rd. at Jawbone Visitor Center 1
- Off of Jawbone Canyon Rd. at Jawbone Visitor Center 2
- Off of SC 175 and north of Jawbone Canyon Rd.
- Off of Jawbone Canyon Rd. and east of Gold Canyon Rd.
- Intersection of Gold Canyon Rd. and Jawbone Canyon Rd.
- Intersection of SC 251 and Gold Canyon Rd.
- Intersection of Cheyenne Rd. and Jawbone Canyon Rd.
- Intersection of Bird Spring Canyon Rd. and Kelso Valley Rd.
- Off of Kelso Valley Rd. and southeast of Old Adobe Rd.

- Off of Kelso Valley Rd. and east of Frog Spring
- Intersection of Kelso Valley Rd. and Dove Spring Canyon Rd.
- Intersection of Kelso Valley Rd. and Butterbrecht Canyon Rd.
- Off of Jawbone Canyon Rd. and south of Hoffman Canyon
- Off of Los Angeles Aqueduct Rd. and west of Red Rock Canyon State Park
- Off of Hwy 14 and south of Pine Tree Canyon Rd.

4.9 Key Messages

Key messages to communicate may include the following:

- Tread Lightly (Leave No Trace)
- Help Restore the Desert (Vegetation/Soils, Respect Closed Signs)
- Safety (Training Opportunities/Use of Vehicles/Respect Others on the Road/ Railroad Crossings)
- Discover the Desert
- Know Where to Go (Rockhounding, Climbing, Racing, Birding, etc.)
- Recreational opportunities to enjoy in the area (Climbing, hiking, OHV use, equestrian, star gazing)
- Take a Hike along the Pacific Crest National Scenic Trail
- Discover the Past, Protect the Futures
- Please Don't Erase the Traces of America's Past
- Respect Wildlife
- Comply with Fire Restrictions
- Stay Out, Stay Alive (Mines)

4.10 Key Partnerships

- U.S. Department of Defense
- U.S. Fish and Wildlife Service
- U.S. Geological Survey
- U.S. National Forest Service
- U.S. National Park Service
- Edwards Air force Base
- National Fish and Wildlife Habitat Fund
- State and county governments and agencies

- Pacific Crest Trail Association
- Individual citizen volunteers from the communities within the boundaries of TMA 4, local, state, and national interest organizations.
- Adjacent landowners, railroads, conservation groups, Friends groups, etc.

4.11 Transportation and Management Issues

The following four transportation management issues in TMA 4 need to be addressed and will be pursued as funding and other resources become available:

- Work with California Department of Transportation to enhance and expand the entrance into the Dove Springs Open Area from CA Highway 14.
- Develop partnerships with property owners where trailhead improvements would best serve those individuals desiring to use the Pacific Crest Trail.
- Delineate camping boundaries for large group campsites within the Jawbone/Butterbrecht ACEC where spill over usage is causing resource issues and non-compliance issues with the designated route system.
- Work with the Off Highway Motor Vehicle Recreation Division of CA Parks and Recreation in the development of a designated travel management system in the checker-boarded area of the Jawbone Butterbrecht ACEC.

4.12 Monitoring

The following intervals and standards for monitoring and evaluation have been set, based on the sensitivity of the resource decisions involved for specific areas in TMA 4:

1. Monthly basis: None.
2. Quarterly basis: Big Rock Creek ACEC, boundaries of the Kiavah and Bright Star Wilderness areas for vehicle incursions, as funding allows.
3. Yearly basis: Monitor the routes in all ACECs, as funding allows.
4. Opportunistic or incidental basis: Problem areas will be identified and if impacts are not readily resolved, areas where these impacts are occurring may be moved to a more frequent monitoring interval, based on the issues identified.

This does not preclude monitoring at a frequency unique to the situation, for any designated route or area undergoing active travel management. Generally, in these cases, monitoring occurs immediately after a corrective action is taken, and remains at an elevated level for a period of months to years, depending on the situation.

4.13 Implementation Priorities

A table presenting the anticipated schedule for implementing actions described in this TMP will be developed. Note the timing of implementation of the actions listed in the table may change based on funding. The BLM will track planning and implementation progress using the travel management module in the Recreation Management Information System (RMIS).

5.0 TMA 5

This TMP, consisting of this section and Section 1.0 Information Common to All TMAs, is an implementation level plan that addresses comprehensive travel and transportation management within TMA 5, which is located within the Barstow Field Office. TMA 5 is generally located north of the City of Barstow and Highway 15, east of Highway 395, and south of the National Training Center Fort Irwin. TMA 5 contains seven subregions: Cronese Lake, Calico Mountains, Coolgardie, Mitchel Mountains, Harper Lake, Black Mountain and Fremont Peak. TMA 5 encompasses approximately 811,488 acres of BLM land.

The primary locations that are accessed within this TMA includes: Soda Mountain Wilderness Study Area; Old Spanish Trail; Calico Early Man Site; Owl Canyon Campground; Rainbow Basin scenic driving loop; Black Mountain Wilderness; Harper Dry Lake day use area; Husky Memorial; and Odessa and Mule Canyons.

5.1 Transportation System

The TMA 5 designated network limits disturbance within designated NCLs and ACECs and is consistent with other designated area goals and objectives, while enhancing access outside of designated sensitive areas such as the Superior-Cronese and Calico Early Man Site ACECs. The recommendations of the Desert Advisory Council, the County, local communities, and public commenters on the WMRNP Draft SEIS were considered during the development of the TMA 5 network and other implementation strategies, and appropriate adjustments were made to the transportation system consistent with the design principles. Adjacent federal land managers were also consulted to coordinate access and maximize consistency across jurisdictional lines.

The network minimizes regional and site-specific issues and conflicts on public lands by avoiding high-sensitivity locations, reducing threats, and redirecting access on a route-specific basis to provide a more coherent network. The network also utilizes regional measures to minimize overall network impacts, closes routes where the network is the source of an excessive amount of ground disturbance in sensitive areas, includes site-specific minimization strategies, and includes an implementation strategy that promotes and supports active partnerships.

Subregion Signing Codes:

- Cronese Lake = CL
- Calico Mountains = CM
- Coolgardie = CG
- Mitchel Mountains = MM
- Harper Lake = HL
- Black Mountain = BM
- Fremont Peak = FP

5.2 List of Designated Areas

- Barstow Woolly Sunflower ACEC
- Black Mountain ACEC
- Calico Early Man Site ACEC

- Coolgardie Mesa ACEC
- Cronese Basin ACEC
- Fremont-Kramer ACEC
- Harper Dry Lake ACEC
- Parish's Phacelia ACEC
- Rainbow Basin/Owl Canyon ACEC
- Soda Mountain Expansion ACEC
- Superior-Cronese ACEC
- West Paradise ACEC
- Mojave and Silurian Valley NCL
- Western Desert and Eastern Slopes NCL
- Black Mountain Wilderness NLCS
- Rasor OHV Area
- Rasor SRMA
- Red Mountain SRMA
- Superior / Rainbow SRMA
- Soda Mountains WSA

5.3 Planning and Decision Maps

- See Chapter 2 in DSEIS
- See Figures G-17 to G-20 in Section 14, TMA Map Figures

5.4 Travel Management Area 5 - Goals and Objectives

The travel management objectives for this TMA are to provide access to its natural, recreational, and historic attractions consistent with and while maintaining the resource values that draw people to the area. Specific goals and objectives for TMA 5 have been developed to address unique features that include:

Goals

- Provide for a balanced and varied combination of recreational uses, including casual use as well as those requiring a Special Recreation Permit, while minimizing damage and degradation of the natural and cultural resources of this diverse management area.
- Provide for access to the non-motorized and non-mechanized trail network for such recreational activities as mountain biking, horseback riding, running, hiking and backpacking.

- Provide access to trailheads for non-mechanized travel on such designated trails. Some examples of locations include but are not limited to Black Mountain Wilderness, Harper Lake, and Superior-Cronese ACEC.
- Provide access for recreational visitation to historic mining features within the region.
- Allow for appropriate access to the ACECs within the TMA while protecting the natural and cultural resources for which each ACEC was designated.
- Allow for access to known rock hounding sites so that reasonable amounts of noncommercial rock and mineral collection can occur consistent with the goals of this plan and the rules of conduct for recreation on public lands as specified in 43 CFR 8361.1-5.
- Preserve the right of access to mineral locations under the Mining Law of 1872 and consistent with federal Surface Management regulations (43 CFR 3809).
- Provide for access to areas of scientific studies for such purposes as paleontology, seismology, and soil structure by authorized individuals.
- Provide limited access to guzzlers, range management features and improvements for both grazing and wild horse and burro management purposes.
- Coordinate with neighboring government land management agencies to provide for interconnectivity where appropriate.
- Allow for the development of larger group campsites, secondary vehicle parking sites, or trailheads in previously disturbed locations, before considering new development locations.
- Do not enhance the routes in the network upon lands that have wilderness characteristics if a decision has been made to manage the area for its wilderness characteristics.
- All subregions encompass designated desert tortoise critical habitat, and management for this species is a high priority for this TMA.

Objectives

- Coolgardie subregion contains designated critical habitat for Lane Mountain Milk-vetch, therefore, protection from ground disturbance is a major consideration for this subregion.
- Harper Lake Well will be protected for its contributions to the local ecosystem.
- Hiking trails will be designated to allow for wildlife viewing.
- Several utility corridors (P, G, Q, D and BB) cross TMA 5. Within these corridors, access routes exist to service the varied ROWs. These routes often serve as BLM designated open routes for other users. Continue to utilize existing ROW access routes by other users to minimize new routes.

5.5 ACECs – Disturbance Caps and Relevance and Importance Criteria

ACECs	Disturbance Cap	Relevance and Importance Criteria
Barstow Woolly Sunflower	0.5%	This ACEC was particularly set aside for the protection of the extremely rare and highly localized plant Barstow woolly sunflower (<i>Eriophyllum mohavense</i>). This species is under threat from motorized vehicle use and grazing, especially since it is located within the Gravel Hills Grazing Allotment, which receives ephemeral use by domestic sheep. In addition to the woolly sunflower, the ACEC contains the rare and CNPS listed Mojave spineflower, as well as the Mohave ground squirrel, desert tortoise, and chisel toothed kangaroo rat.
Black Mountain	0.5%	Relevant prehistoric and Native American values include extraordinary cultural resources including extensive assemblages of petroglyphs, lithic workshops, and locations suitable for surface occupation sites and game hunting, and a major transportation corridor used by prehistoric people. This ACEC also contains critical habitat for the desert tortoise and known occupied habitat for the Mojave ground squirrel, LeConte's thrasher, desert cymopterus and Barstow woolly sunflower.
Calico Early Man Site	NA	Relevant cultural resource values. Internationally recognized for its values to scientific research into the question of Early Man in the Western Hemisphere. Classified as a quarry, lithic workshop and possible campsite, the Site has yielded 11,400 diagnostic stone tools and flake artifacts. Listed on the National Register of Historic Places. Specifically, this ACEC serves as a research and educational site, which includes ground disturbance associated with the purpose of the ACEC.
Coolgardie Mesa	0.5%	Established to protect the extremely narrowly endemic Lane Mountain Milkvetch and Barstow Woolly-sunflower. The area also provides important wildlife connectivity.
Cronese Basin	0.5, 1%	Relevant and important resource values include prehistoric and historic cultural resources associated with various indigenous and early European occupation periods and natural resources, including wilderness characteristics, wetland values, unusual plant communities, and sensitive species. Some areas within the ACEC provide a combination of meteorological, geological, hydrological, topographical features that have been identified as important climate refugia (slow/minimized climate changes) for wildlife species.

ACECs	Disturbance Cap	Relevance and Importance Criteria
Fremont-Kramer	0.5%	<p>This unit contains Desert Tortoise Critical Habitat designated by the FWS. This habitat is considered essential to the recovery of the federally listed Desert Tortoise. Critical habitat consists of areas “on which are found those physical or biological features (I) essential to the conservation of the species and (II) which may require special management considerations or protection.”</p> <p>The area also encompasses essential movement corridors that link wildlife habitats in the Western Rand Mountains and Fremont Valley to the Cuddeback Lake area and to both the Golden Valley and Grass Valley Wildernesses. A variety of songbirds use the area, both during migration and as nesting habitat. Resident songbird species include loggerhead shrikes and Le Conte's thrashers. This area provides critical tortoise habitat linkage.</p>
Harper Dry Lake	1%	<p>Before early settlement and adjacent agricultural activities, this playa possessed a shallow water table feeding a productive meadowland habitat. At that time, surface water flowed in the Mojave River throughout the year in much of the West Mojave and spring flows were frequent. With the advent of ranching and later agriculture, much of the Harper Lake meadowland was degraded, and with additional populations and dams, Mojave River flow has been substantially reduced and flows down river of the Victor Valley area are infrequent. With the advent of larger agricultural operations in the area, runoff replenished the Harper Lake playa environs, and along with occasional natural replenishments provide pockets along a 2-mile long stretch of Harper Dry Lake playa that have become a unique lacustrine marsh oasis in the West Mojave. The importance of this area is as the most extensive area of concentrated nesting and migratory bird habitat in this portion of the West Mojave desert.</p>
Parish's Phacelia	0.5%	<p>Set aside solely to protect the largest known population of Parish's phacelia. This unit also overlaps a portion of the Old Spanish Trail.</p>
Rainbow Basin/Owl Canyon	0.5%	<p>Relevant wildlife, scenic, geological and paleontological resource values. Contains a spectacular display of colorful sedimentary rocks with geological structures clearly exposed. The area is also important as a source of Miocene vertebrate fossils, including fossilized camel tracks. Contains habitat for the desert tortoise, as well as two nest sites for the prairie falcon.</p>
Soda Mountain Expansion	1%	<p>This corridor provides important plant and wildlife connectivity between surrounding Wilderness and Wilderness Study Areas, which encompass large blocks of intact habitat. There is one known site within the Soda Mountain Expansion that meets criteria for inclusion to the National Register of Historic Places. The site is a geoglyph, which is of sacred value to Tribes.</p>
Superior-Cronese	0.5%	<p>This area provides high density Desert tortoise habitat and encompassed designated desert tortoise critical habitat. This area provides critical tortoise habitat linkage. Relevant wildlife resource values. Desert Tortoise habitat capable of sustaining viable tortoise populations and the highest value critical habitat.</p>

ACECs	Disturbance Cap	Relevance and Importance Criteria
West Paradise	0.5%	Established to protect the extremely narrowly endemic Lane Mountain Milkvetch. The area also provides important wildlife connectivity.

5.6 ACECs – Travel Management Actions and Recreation Restrictions

ACECs	Travel Management Actions and Recreation Restrictions
Barstow Woolly Sunflower	<p>Management Actions</p> <ul style="list-style-type: none"> • Provide dispersed opportunities focused on enjoyment of the ACEC attributes • Provide for group camping and equestrian facilities <p>Restrictions</p> <ul style="list-style-type: none"> • Stopping and parking of motor vehicles can take place within 50 feet of either side of the centerline of designated routes, while camping is restricted to existing disturbed areas along open routes • Restrict camping from sensitive habitat areas
Black Mountain	<p>Management Actions</p> <ul style="list-style-type: none"> • Protect sensitive cultural resources from human disturbance • Monitor and enforce closure of selected routes of travel • Install signs and use barriers to direct vehicle traffic away from sensitive cultural resources • Provide for dispersed opportunities while protecting relevant resources <p>Restrictions</p> <ul style="list-style-type: none"> • Do not establish new routes near sensitive cultural resources
Calico Early Man Site	<p>Management Actions</p> <ul style="list-style-type: none"> • Provide safe water supplies for hosts and visitors • Develop well, water storage, and water delivery system to supply drinking water to major facilities at the Calico Site • Protect cultural resources from human activities • Provide dispersed recreation opportunities for enjoyment of the ACEC that are consistent with resource protection <p>Restrictions</p> <ul style="list-style-type: none"> • Prohibit firearms use, rockhounding, unauthorized camping and unauthorized OHV use within the ACEC

ACECs	Travel Management Actions and Recreation Restrictions
Coolgardie Mesa	<p>Management Actions</p> <ul style="list-style-type: none"> • Protect sensitive habitat from vehicle impacts • Vehicles use restricted to existing designated routes • Fencing of designated routes would be installed as necessary, with signs advising the public that the area is closed to vehicle travel because of sensitive species conservation • Provide dispersed opportunities that focus on enjoyment of the ACEC attributes • Focus rehabilitation of unauthorized and closed routes within Lane Mountain milk-vetch critical habitat • Focus rehabilitation of unauthorized and closed routes within desert tortoise critical habitat <p>Restrictions</p> <ul style="list-style-type: none"> • Appropriate multiple uses will be allowed provided they are consistent with the CMAs in the LUPA and compatible with the purposes for which the ACEC was designated
Cronese Basin	<p>Management Actions</p> <ul style="list-style-type: none"> • Protect resources from impacts associated with vehicle use • Limit motor vehicle travel to designated routes • Control vehicle access and increase BLM field presence • Post signs to implement route designations, and monitoring route use <p>Restrictions</p> <ul style="list-style-type: none"> • Appropriate multiple uses will be allowed provided they are consistent with the CMAs in the DRECP and compatible with the purposes for which the ACEC was designated

ACECs	Travel Management Actions and Recreation Restrictions
Fremont-Kramer	<p>Management Actions</p> <ul style="list-style-type: none"> • Protect sensitive habitat from impacts associated with vehicle traffic • Provide dispersed opportunities for enjoyment of the ACEC attributes • Through the local TMP, identify open routes and close other existing unauthorized routes • Sign designated routes routinely in accordance with the local TMP • Use minimization criteria for designating routes in Mohave ground squirrel and desert tortoise habitat • Increase compliance with routes of travel and the TMP • Increase compliance with routes of travel and the TMP, maintain signs, vehicle barriers and kiosks, and work with volunteers to clean-up parking and camping areas on a regular basis • Maintain the current status quo with respect to the number and size of recreational vehicle campsites within the ACEC. This will require an inventory of existing campsites for number and size and regular follow-up monitoring. • Work to make sure stopping, parking and camping distance from designated routes are adhered to. As needed and funding allows the following corrective measures may be implemented: signing, delineating camping boundaries, installing vehicle barriers, and restoring areas behind signs, rocks, and barriers to stop vehicle camping use from exceeding limits. • Focus rehabilitation of unauthorized and closed routes within Lane Mountain milk-vetch critical habitat • Focus rehabilitation of unauthorized and closed routes within desert tortoise critical habitat <p>Restrictions</p> <ul style="list-style-type: none"> • Stopping and parking of motor vehicles can take place within 50 feet of either side of the centerline of designated routes, while camping is restricted to existing disturbed areas along open routes. • All forms of casual and permitted recreational uses are allowed including but not limited to dispersed camping, hunting, photography, picnicking, climbing, rock hounding, astronomy/star gazing, nature study and viewing • Within this unit, shooting is allowed only during hunting season while pursuing game or when shooting at paper targets that are transported to the shooting site and taken home after target practice
Harper Dry Lake	<p>Management Actions</p> <ul style="list-style-type: none"> • Prevent loss of critical marsh habitat from intensive recreation use • Increase compliance with routes of travel and/or the travel management plan <p>Restrictions</p> <ul style="list-style-type: none"> • Lands within 100 yds. of marsh vegetation are closed to motorized vehicles, landsailers, vehicle traffic in all other areas is restricted to designated routes of travel • Lands within 100 yds. of marsh are closed to camping

ACECs	Travel Management Actions and Recreation Restrictions
Parish's Phacelia	<p>Management Actions</p> <ul style="list-style-type: none"> • Protect Parish's phacelia from impacts associated with vehicle traffic • Protect habitat by restricting vehicle traffic on the dry lakebeds • Place signs around the boundary of the ACEC • Prevent the establishment of new routes • Through the local TMP process, evaluate the route network and designate or close existing routes to reduce impacts to the ACEC values • Reduce impacts of recreation on plant populations • Through the local TMP assess the existing route network in order to potentially designate routes through the ACEC and close routes • Inform the public of the importance of the ACEC • As funding allows, all designated routes will be signed • As funding allows, all undesignated OHV routes and routes identified as closed will be rehabilitated/restored • Install interpretive signs at access points to the ACEC <p>Restrictions</p> <ul style="list-style-type: none"> • Camping is not an allowable use
Rainbow Basin/Owl Canyon	<p>Management Actions</p> <ul style="list-style-type: none"> • Preservation and protection of outstanding and significant values, while allowing for public use, appreciation and study • Manage for the protection of sensitive wildlife habitat BLM Special Status Species and other species of concern • Identify and implement actions to conserve and improve habitat conditions • Protect resource values of the ACEC • Through the local TMP assess the existing route network in order to potentially designate routes through the ACEC and close routes <p>Restrictions</p> <ul style="list-style-type: none"> • Appropriate multiple uses will be allowed provided they are consistent with the CMAs in the LUPA and compatible with the purposes for which the ACEC was designated
Soda Mountain Expansion	<p>Management Actions</p> <ul style="list-style-type: none"> • To provide connectivity between surrounding large blocks of intact wildlife habitat • This ACEC contains existing routes and trails that provide access to the Soda Mountains WSA. This access should be considered as part of the local TMP process. <p>Restrictions</p> <ul style="list-style-type: none"> • Appropriate multiple uses will be allowed provided they are consistent with the CMAs in the LUPA and compatible with the purposes for which the ACEC was designated

ACECs	Travel Management Actions and Recreation Restrictions
Superior-Cronese	<p>Management Actions</p> <ul style="list-style-type: none"> • Protect sensitive habitat from impacts associated with vehicle traffic • Inform the public of the importance of the ACEC • Install interpretive signs at access points to the ACEC, conduct public education efforts concerning OHV use in the desert <p>Restrictions</p> <ul style="list-style-type: none"> • All vehicle traffic is limited to designated roads and trails
West Paradise	<p>Management Actions</p> <ul style="list-style-type: none"> • Protect sensitive habitat from impacts associated with vehicle traffic • Fencing of the approved routes would be installed as necessary, with signs advising the public that the area is closed to vehicle travel because of endangered species conservation Inform the public of the importance of the ACEC • Provide dispersed opportunities focusing on enjoyment of the ACEC, with a focus on camping <p>Restrictions</p> <ul style="list-style-type: none"> • Appropriate multiple uses will be allowed provided they are consistent with the CMAs in the LUPA and compatible with the purposes for which the ACEC was designated

5.7 Restoration Priorities

- High priority placed on restoration of TLDs to enhance desert tortoise critical habitat values and to reduce impacts to desert tortoise linkage values.
- High priority placed on route restoration efforts in the Coolgardie subregion to enhance desert tortoise critical habitat and linkage values as well as enhance critical habitat values for Lane Mountain Milk-vetch.
- Fremont Peak and Black Mountain subregions - THC has signed all open routes and has begun marking closed routes and restoration via OHMVR grant slated for 2015-2018.
- Begin a 3 year restoration grant in the following subregions: Coolgardie and Harper Lake. A restoration grant will fund the marking of closed routes and the corresponding 2018 Barstow Ground Operations grant will fund the signing of open routes in the same subregions slated for 2017 – 2020.
- Propose another restoration grant to OHMVR from the following subregions; Mitchel Mountains, Calico Mountains, and Cronese Lake. As with the previous restoration grant, the Ground Operations grant will support the signage of all the open routes in these subregions slated for 2018 – 2021.

5.8 Kiosks

Currently, within TMA 5 there are twenty-four kiosks at major entry points and campgrounds, including:

- Intersection of Powerline Rd. and Alvord Mountain Rd.
- Intersection of Kramer Rd. and Powerline Rd.
- Harper Lake Wildlife Viewing Area north of Lockhart Ranch Rd.
- Next to Harper Lake off of Lockhart Ranch Rd.
- Off of Black Canyon Rd. west of Black Mountain Wilderness
- Off of Rosewood Blvd. close to Lockhart Ranch Rd.
- South of Hoffman Rd. and north of Fremont Peak Rd.
- Off of Copper City Rd. and north of Birmingham Rd.
- North of Powerline Rd. and south of Kramer Rd.
- Off of E.F. 401 and south of Hinkley Rd.
- Off of New Dixie Mine Rd. and west N. Kickapoo Trail
- Intersection of Copper City Rd. and Irwin Rd.
- Owl Canyon Campground 1
- Owl Canyon Campground 2
- Off of Fort Irwin Rd. and east of Irwin Rd.
- Intersection of Doran Scenic Dr. and Calico Rd.
- Off of Irwin Rd. and south of Fossil Bed Rd.
- Intersection of Meadow Grove Rd. and Fort Irwin Rd.
- Intersection of Mule Canyon Rd. and Calico Rd.
- Off of Hoffman Rd. and east of Cuddeback Campground
- West of Hwy 395 and off of Fremont Peak Rd.
- Off of Colusa Rd. and Mirage Lake Rd.
- Off of Hwy 395 and slightly north of Macon Rd.
- Intersection of 260th St. E. and Ave C.

5.9 Key Messages

Key messages to communicate may include the following:

- Tread Lightly—stay on designated roads and trails
- Leave No Trace—pack it in, pack it out
- Help Restore the Desert (Vegetation/Soils, Respect Closed Signs)
- Safety (Training Opportunities/Use of Vehicles/Respect Others on the Road/ Railroad Crossings)

- Discover the Desert
- Know Where To Go (Rockhounding, Climbing, Jeeping, Birding, etc.)
- Recreational opportunities to enjoy in the area (Climbing, hiking, touring, OHV use, equestrian, star gazing)
- Discover the Past, Protect the Future
- Please Don't Erase the Traces of America's Past
- Respect Wildlife
- Comply with Fire Restrictions
- Stay Out, Stay Alive (Mines)

5.10 Key Partnerships

- U.S. National Park Service
- U.S. Fish and Wildlife Service
- U.S. Geological Survey
- U.S. Department of Defense
- Transition Habitat Conservancy
- National Training Center Fort Irwin
- National Fish and Wildlife Habitat Fund
- San Bernardino County Regional Parks (Calico Ghost Town)
- State and county governments and agencies
- Old Spanish Trail Association
- Daggett Historical Society
- Individual citizen volunteers from the communities within the boundaries of TMA 5, local, state, and national interest organizations.
- Adjacent landowners, railroads, conservation groups, Friends groups, etc.

5.11 Transportation and Management Issues

The following transportation management issue in TMA 5 needs to be addressed and will be pursued as funding and other resources become available.

- Illegal incursions from Superior / Rainbow and Red Mountain SRMAs onto adjoining limited use areas.

5.12 Monitoring

The following intervals and standards for monitoring and evaluation have been set, based on the sensitivity of the resource decisions involved for specific areas in TMA 5:

1. Monthly basis: None.
2. Quarterly basis: Monitor Coolgardie, Fremont, Black Mountain, Cronese Lake, Calico Mountains, and Mitchel Mountains subregions that contain DTCH and Coolgardie subregion for Lane Mountain Milk-vetch habitats, as funding allows.
3. Yearly basis: Monitor the routes in ACECs, as funding allows.
4. Opportunistic or incidental basis: Problem areas will be identified and if impacts are not readily resolved, areas where these impacts are occurring may be moved to a more frequent monitoring interval, based on the issues identified.

This does not preclude monitoring at a frequency unique to the situation, for any designated route or area undergoing active travel management. Generally, in these cases, monitoring occurs immediately after a corrective action is taken, and remains at an elevated level for a period of months to years, depending on the situation.

5.13 Implementation Priorities

A table presenting the anticipated schedule for implementing actions described in this TMP will be developed. Note the timing of implementation of the actions listed in the table may change based on funding. The BLM will track planning and implementation progress using the travel management module in the Recreation Management Information System (RMIS).

6.0 TMA 6

This TMP, consisting of this section and Section 1.0 Information Common to All TMAs, is an implementation level plan that addresses comprehensive travel and transportation management within TMA 6, which is located within the Barstow Field Office. TMA 6 is generally located within San Bernardino County, west of Highway 15, south of Highway 58, east of Edwards Air force Base, and north of the San Bernardino National Forest. TMA 6 contains four subregions: El Mirage, Iron Mountain, Kramer Hills, and Victorville. TMA 6 encompasses approximately 549,648 acres of BLM land.

The primary locations that are accessed within this TMA includes: El Mirage Cooperative Management Area and a segment of the Pacific Crest Trail. There is also rockhounding in the Kramer Hills Subregion.

6.1 Transportation System

The TMA 6 designated network limits disturbance within designated NCLs and ACECs and is consistent with other designated area goals and objectives, while enhancing access outside of designated sensitive areas such as the Superior-Cronese and Fremont-Kramer ACECs. The recommendations of the Desert Advisory Council, the County, local communities, and public commenters on the WMRNP Draft SEIS were considered during the development of the TMA 6 network and other implementation strategies, and appropriate adjustments were made to the transportation system consistent with the design principles. Adjacent federal land managers were also consulted to coordinate access and maximize consistency across jurisdictional lines.

The network minimizes regional and site-specific issues and conflicts on public lands by avoiding high-sensitivity locations, reducing threats, and redirecting access on a route-specific basis to provide a more coherent network. The network also utilizes regional measures to minimize overall network impacts, closes routes where the network is the source of an excessive amount of ground disturbance in sensitive areas, includes site-specific minimization strategies, and includes an implementation strategy that promotes and supports active partnerships.

Subregion Signing Codes:

- Iron Mountain = IM
- Kramer Hills = KH
- El Mirage = EM
- Victorville = VV

6.2 List of Designated Areas

- Fremont-Kramer ACEC
- Superior-Cronese ACEC
- El Mirage (OHV) Area
- El Mirage SRMA

6.3 Planning and Decision Maps

- See Chapter 2 in DSEIS
- See Figures G-21 to G-24 in Section 14, TMA Map Figures

6.4 Travel Management Area 6 - Goals and Objectives

The travel management objectives for this TMA are to provide access to its natural, recreational, and historic attractions consistent with and while maintaining the resource values that draw people to the area. Specific goals and objectives for TMA 6 have been developed to address unique features that include:

Goals

- Provide for a balanced and varied combination of recreational uses, including casual use as well as those requiring a Special Recreation Permit, while minimizing damage and degradation of the natural and cultural resources of this diverse management area.
- Provide for access to the non-motorized and non-mechanized trail network for such recreational activities as mountain biking, horseback riding, running, hiking and backpacking.
- Provide access to trailheads for non-mechanized travel on such designated trails. Some examples of locations include but are not limited to Superior-Cronese ACEC, Fremont-Kramer ACEC, and El Mirage Dry Lake.
- Provide access for recreational visitation to historic mining features within the region.
- Allow for appropriate access to the ACECs within the TMA while protecting the natural and cultural resources for which each ACEC was designated.
- Allow for access to known rock hounding sites so that reasonable amounts of noncommercial rock and mineral collection can occur consistent with the goals of this plan and the rules of conduct for recreation on public lands as specified in 43 CFR 8361.1-5.
- Preserve the right of access to mineral locations under the Mining Law of 1872 and consistent with federal Surface Management regulations (43 CFR 3809).
- Provide for access to areas of scientific studies for such purposes as paleontology, seismology, and soil structure by authorized individuals.
- Provide limited access to guzzlers, range management features and improvements for both grazing and wild horse and burro management purposes.
- Coordinate with neighboring government land management agencies to provide for interconnectivity where appropriate.
- Allow for the development of larger group campsites, secondary vehicle parking sites, or trailheads in previously disturbed locations, before considering new development locations.

- Do not enhance the routes in the network upon lands that have wilderness characteristics if a decision has been made to manage the area for its wilderness characteristics.
- Provide for high quality organized and unorganized OHV recreational opportunities.

Objectives

- Protection of desert tortoise critical habitat values in Iron Mountain, Kramer Hills, and El Mirage subregions.
- Several utility corridors (C, D, H, O, and P) cross TMA 6. Within these corridors, access routes exist to service the varied ROWs. These routes often serve as BLM designated open routes for other users. Continue to utilize existing ROW access routes by other users to minimize new routes.

6.5 ACECs – Disturbance Caps and Relevance and Importance Criteria

ACECs	Disturbance Cap	Relevance and Importance Criteria
Fremont-Kramer	0.5%	This unit contains Desert Tortoise Critical Habitat designated by the FWS. This habitat is considered essential to the recovery of the federally listed desert tortoise. Critical habitat consists of areas “on which are found those physical or biological features (I) essential to the conservation of the species and (II) which may require special management considerations or protection.” The area also encompasses essential movement corridors that link wildlife habitats in the Western Rand Mountains and Fremont Valley to the Cuddeback Lake area and to both the Golden Valley and Grass Valley Wildernesses. A variety of songbirds use the area, both during migration and as nesting habitat. Resident songbird species include loggerhead shrikes and Le Conte's thrashers. This area provides critical desert tortoise habitat linkage.
Superior-Cronese	0.5%	This area provides high density Desert tortoise habitat and encompassed designated desert tortoise critical habitat. This area provides critical tortoise habitat linkage. Relevant wildlife resource values. Desert Tortoise habitat capable of sustaining viable tortoise populations and the highest value critical habitat.

6.6 ACECs – Travel Management Actions and Recreation Restrictions

ACECs	Travel Management Actions and Recreation Restrictions
Fremont-Kramer	<p>Management Actions</p> <ul style="list-style-type: none"> • Protect sensitive habitat from impacts associated with vehicle traffic • Provide dispersed opportunities for enjoyment of the ACEC attributes • Through the local TMP, identify open routes and close other existing unauthorized routes • Sign designated routes routinely in accordance with the local TMP • Use minimization criteria for designating routes in Mohave ground squirrel and Desert tortoise habitat • Increase compliance with routes of travel and the TMP • Increase compliance with routes of travel and the TMP, maintain signs, vehicle barriers and kiosks, and work with volunteers to clean-up parking and camping areas on a regular basis • Maintain the current status quo with respect to the number and size of recreational vehicle campsites within the ACEC. This will require an inventory of existing campsites for number and size and regular follow-up monitoring. • Work to make sure stopping, parking and camping distance from designated routes are adhered to. As needed and funding allows the following corrective measures may be implemented: signing, delineating camping boundaries, installing vehicle barriers, and restoring areas behind signs, rocks, and barriers to stop vehicle camping use from exceeding limits. <p>Restrictions</p> <ul style="list-style-type: none"> • Stopping and parking of motor vehicles can take place within 50 feet of either side of the centerline of designated routes, while camping is restricted to existing disturbed areas along open routes
Superior-Cronese	<p>Management Actions</p> <ul style="list-style-type: none"> • Protect sensitive habitat from impacts associated with vehicle traffic • Inform the public of the importance of the ACEC • Install interpretive signs at access points to the ACEC, conduct public education efforts concerning OHV use in the desert <p>Restrictions</p> <ul style="list-style-type: none"> • All vehicle traffic is limited to designated roads and trails

6.7 Restoration Priorities

- Highest priority restoration areas are unauthorized routes in the Kramer Hills subregion due to DTCH and linkage values.
- El Mirage subregion - Open routes signed and close routes marked - Friends of El Mirage OHMVR Grant slated for 2015-2018.

- Begin a 3 year restoration grant in the following subregions: Kramer Hills and Iron Mountain. A restoration grant will fund the marking of closed routes and the corresponding 2018 Barstow Ground Operations grant will fund the signing of open routes in the same subregions slated for 2017 – 2020.

6.8 Kiosks

Currently, within TMA 6 there are four kiosks at major entry points and campgrounds, including:

- Off Helendale Rd. and south of Hwy 58
- Intersection of Smithson Rd. and Saddle Ln.
- Intersection of Mountain View Rd. and Bella Vista Dr.
- Intersection of Mountain View Rd. and Bonita Vista Dr.

6.9 Key Messages

Key messages to communicate may include the following:

- Tread Lightly—stay on designated routes and trails
- Leave No Trace—pack it in, pack it out
- Help Restore the Desert (Vegetation/Soils, Respect Closed Signs)
- Safety (Training Opportunities/Use of Vehicles/Respect Others on the Road/ Railroad Crossings)
- Discover the Desert
- Know Where to Go (Rockhounding, Climbing, Racing, Birding, etc.)
- Recreational opportunities to enjoy in the area (Climbing, hiking, OHV use, equestrian, star gazing)
- Discover the Past, Protect the Future
- Respect Wildlife
- Comply with Fire Restrictions
- Stay Out, Stay Alive (Mines)

6.10 Key Partnerships

- U.S. Department of Defense
- U.S. Fish and Wildlife Service
- U.S. Geological Survey
- U.S. National Park Service
- U.S. National Forest Service

- Edwards Air Force Base
- National Fish and Wildlife Habitat Fund
- Southern California Logistics Airport
- State and county governments and agencies
- Friends of El Mirage
- Los Angeles County
- San Bernardino County
- California State Parks Off-Highway Motorized Vehicle Recreation Department
- Southern California Timing Association
- Wind Wizards
- California Off-Road Vehicle Association
- Individual citizen volunteers from the communities within the boundaries of TMA 6, local, state, and national interest organizations.
- Other adjacent landowners, railroads, conservation groups, Friends groups, etc.

6.11 Transportation and Management Issues

The following transportation management issue in TMA 6 need to be addressed and will be pursued as funding and other resources become available.

- Illegal incursions from El Mirage OHV Area onto adjoining limited use areas.

6.12 Monitoring

The following intervals and standards for monitoring and evaluation have been set, based on the sensitivity of the resource decisions involved for specific areas in TMA 6:

1. Monthly basis: None.
2. Quarterly basis: Monitor the Kramer Hills, and Iron Mountain subregion designated routes in the Fremont-Kramer and Superior-Cronese ACECs, respectively, as funding allows.
3. Yearly basis: Monitor the routes in all other ACECs, as funding allows.
4. Opportunistic or incidental basis: Problem areas will be identified and if impacts are not readily resolved, areas where these impacts are occurring may be moved to a more frequent monitoring interval, based on the issues identified.

This does not preclude monitoring at a frequency unique to the situation, for any designated route or area undergoing active travel management. Generally, in these cases, monitoring occurs immediately after a corrective action is taken, and remains at an elevated level for a period of months to years, depending on the situation.

6.13 Implementation Priorities

A table presenting the anticipated schedule for implementing actions described in this TMP will be developed. Note the timing of implementation of the actions listed in the table may change based on funding. The BLM will track planning and implementation progress using the travel management module in the Recreation Management Information System (RMIS).

7.0 TMA 7

This TMP, consisting of this section and Section 1.0 Information Common to All TMAs, is an implementation level plan that addresses comprehensive travel and transportation management within Travel Management Area (TMA) 7, which is located within the Ridgecrest Field Office area. TMA 7 is generally located south of the Summit Range and Garlock Road, west of the China Lake Naval Weapons Center's Echo Range, north of State Route 58, and east of State Route 14. TMA 7 contains two subregions: Rands and Red Mountain. TMA 7 encompasses approximately 640,290 acres of BLM land.

The primary locations that are accessed within this TMA includes: Desert Tortoise Research Natural Area ACEC, Cuddeback Lake, Grass Valley and Golden Valley Wilderness areas.

7.1 Transportation System

The TMA 7 designated network limits disturbance within designated NCLs and ACECs and is consistent with other designated area goals and objectives, while enhancing access outside of designated sensitive areas such as the Desert Tortoise Research Natural Area ACEC and Grass Valley Wilderness. The recommendations of the Desert Advisory Council, the County, local communities, and public commenters on the WMRNP Draft SEIS were considered during the development of the TMA 7 network and other implementation strategies, and appropriate adjustments were made to the transportation system consistent with the design principles. Adjacent federal land managers were also consulted to coordinate access and maximize consistency across jurisdictional lines.

The network minimizes regional and site-specific issues and conflicts on public lands by avoiding high-sensitivity locations, reducing threats, and redirecting access on a route-specific basis to provide a more coherent network. The network also utilizes regional measures to minimize overall network impacts, closes routes where the network is the source of an excessive amount of ground disturbance in sensitive areas, includes site-specific minimization strategies, and includes an implementation strategy that promotes and supports active partnerships.

Subregion Signing Codes:

- Rands = RA
- Red Mountain = RM

7.2 List of Designated Areas

- Bedrock Springs ACEC
- Desert Tortoise Natural Research Area ACEC
- Fremont-Kramer ACEC
- Mohave Ground Squirrel ACEC
- Red Mountain Spring ACEC
- Steam Well ACEC
- Western Rand Mountains ACEC

- Mojave and Silurian Valley NCL
- West Desert and Eastern Slopes NCL
- Golden Valley Wilderness NLCS
- Grass Valley Wilderness NLCS
- El Paso SRMA
- Rand Mountain SRMA
- Red Mountain SRMA

7.3 Planning and Decision Maps

- See Chapter 2 in DSEIS
- See Figures G-25 to G-28 in Section 14, TMA Map Figures

7.4 Travel Management Area 7 - Goals and Objectives

The travel management objectives for this TMA are to provide access to its natural, recreational, and historic attractions consistent with and while maintaining the resource values that draw people to the area. Specific goals and objectives for TMA 7 have been developed to address unique features that include:

Goals

- Provide for a balanced and varied combination of recreational uses, including casual use as well as those requiring a Special Recreation Permit, while minimizing damage and degradation of the natural and cultural resources of this diverse management area.
- Provide for access to the non-motorized and non-mechanized trail network for such recreational activities as mountain biking, horseback riding, running, hiking and backpacking.
- Provide access to trailheads for non-mechanized travel on such designated trails. Some examples of locations include but are not limited to Rand and Red Mountain SRMAs, Bedrock Springs ACEC, and Mojave and Silurian Valley NCL.
- Provide access for recreational visitation to historic mining features within the region.
- Allow for appropriate access to the ACECs within the TMA while protecting the natural and cultural resources for which each ACEC was designated.
- Allow for access to known rock hounding sites so that reasonable amounts of noncommercial rock and mineral collection can occur consistent with the goals of this plan and the rules of conduct for recreation on public lands as specified in 43 CFR 8361.1-5.
- Preserve the right of access to mineral locations under the Mining Law of 1872 and consistent with federal Surface Management regulations (43 CFR 3809).

- Provide for access to areas of scientific studies for such purposes as paleontology, seismology, and soil structure by authorized individuals.
- Provide limited access to guzzlers, range management features and improvements for both grazing and wild horse and burro management purposes.
- Coordinate with neighboring government land management agencies to provide for interconnectivity where appropriate.
- Allow for the development of larger group campsites, secondary vehicle parking sites, or trailheads in previously disturbed locations, before considering new development locations.
- Do not enhance the routes in the network upon lands that have wilderness characteristics if a decision has been made to manage the area for its wilderness characteristics.
- Provide for the access to the public lands and the connectivity with the designated travel network from the communities and cities located within the TMA boundaries.

Objectives

- Provide access to trailheads for non-mechanized travel on such designated trails. Some examples of locations include but are not limited to Desert Tortoise Research Natural Area, Red Mountain Spring along with Grass and Golden Valley Wilderness areas.
- Ensure access does not conflict with critical resources such as washes in DTCH.
- Provide access to Cuddeback Lake for both motorized and non-motorized recreation uses including camping, land sailing, stargazing, photography, and OHV use. While working to ensure that cross-country use does not spill over into the limited use critical tortoise habitat.
- Commercial, Competitive, and Organized Group Special Recreation Permits (SRP) are a discretionary action and will be issued on a case-by-case basis. In specially designated areas (e.g. ACECs, WSAs), SRPs could be issued for activities that do not diminish the values for which the area was designated. SRPs will be prohibited if the proposed activities would adversely affect the nationally significant ecological, cultural, or scientific values for which the area was designated.
- Where larger group campsites, secondary vehicle parking sites, or trailheads are designated work will be performed as appropriate to delineate area boundaries. These efforts may include the installation of signs, area boundary definition, and restoration outside of the designated area.
- Provide and maintain access to the Desert Tortoise Research Natural Area including the interpretive area, parking lot, nature trails, and access and perimeter roads.
- Within the Rand Mountain Fremont Valley Management area, continue to enforce the restriction on camping to the five identified sites. Additionally, maintain the areas boundary fence line that directs vehicle travel onto the designated route system of the management area.

7.5 ACECs – Disturbance Caps and Relevance and Importance Criteria

ACECs	Disturbance Cap	Relevance and Importance Criteria
Bedrock Springs	1%	This ACEC was designated due to the presence of prehistoric cultural resources including middens, petroglyphs, pictographs, rock shelters, and milling features. Bedrock Spring is the only known spring on the north side of Lava Mountains and represented a major focus for prehistoric occupation in this area. This area is also included in the Mohave Ground Squirrel Conservation Area.
Desert Tortoise Natural Research Area	0.1%	It is within the Mojave Ground Squirrel ACEC and the Fremont-Kramer ACEC. This area also contains habitat that supports additional special status species including the Barstow woolly sunflower, Burrowing Owl, Mohave Ground Squirrel, and the Desert Kit Fox. This ACEC is managed cooperatively with the Desert Tortoise Preserve Committee, Inc. They have acquired additional lands within and bordering the area as well as securing mitigation lands for Caltrans and other projects.
Fremont-Kramer	0.5%	This unit contains Desert Tortoise Critical Habitat designated by the FWS. This habitat is considered essential to the recovery of the federally listed desert tortoise. Critical habitat consists of areas “on which are found those physical or biological features (I) essential to the conservation of the species and (II) which may require special management considerations or protection.” The area also encompasses essential movement corridors that link wildlife habitats in the Western Rand Mountains and Fremont Valley to the Cuddeback Lake area and to both the Golden Valley and Grass Valley Wildernesses. A variety of songbirds use the area, both during migration and as nesting habitat. Resident songbird species include loggerhead shrikes and Le Conte's thrashers. This area provides critical desert tortoise habitat linkage.
Mohave Ground Squirrel	1%	The habitat contains a diversity of desert shrubs that is home to many sensitive species such Nelson’s bighorn sheep (<i>Ovis canadensis nelsoni</i>), bat species, and resident and migrating birds. Desert shrub communities also provide an ecosystem service of carbon sequestration important in mitigating greenhouse gas emissions and global warming. Many BLM special status plant species potentially occur here, also, such as the Mojave Tarplant. Some areas within the ACEC provide a combination of meteorological, geological, hydrological, topographical features that have been identified as important climate refugia (slow/minimized climate changes) for wildlife species.
Red Mountain Spring	1%	This area was designated due to significant prehistoric and historic cultural, and wildlife resources. Portions of the ACEC are within the Squaw Spring Well Archaeological District, which is listed in the National Register of Historic Places. It includes 17 recorded prehistoric sites, one recorded historic site, and two sites with both. This area also falls within the Mojave Ground Squirrel and the Fremont-Kramer ACECs.

ACECs	Disturbance Cap	Relevance and Importance Criteria
Steam Well	1%	This area was designated for significant prehistoric cultural resources. The area consists of three petroglyph sites that have been listed on the National Register of Historic Places as the Steam Well Petroglyph Site. Approximately 250 rock art elements have been identified, including those identified as curvilinear and rectilinear Great Basin Pecked style, early Coso Style sheep elements, and various other design elements of the Mojave Desert. Prehistoric artifacts associated with habitation have also been identified around the petroglyphs. This ACEC is also within the Mohave Ground Squirrel Conservation Area and is excellent habitat for this and other BLM Special Status Species.
Western Rand Mountains	0.5%	This area includes significant wildlife habitat. It historically had some of the highest desert tortoise population densities known throughout its range. The ACEC was designated minimize of conflicting surface use activities with desert tortoise populations. It is included in the Fremont-Kramer ACEC, which is critical desert tortoise habitat, and is important habitat for the Mohave ground squirrel. It also contains habitat that supports other special status species including the burrowing owl.

7.6 ACECs – Travel Management Actions and Recreation Restrictions

ACECs	Management Actions and Recreation Restrictions
Bedrock Springs	<p>Management Actions</p> <ul style="list-style-type: none"> • Manage travel to reduce impacts to sensitive cultural resources • Designated routes will be signed and managed in accordance to the local TMP, as funding allows. • Un-authorized routes will be rehabilitated/restored as funding allows. • Identify access routes, which minimize impact to resources • Limit vehicles to open designated routes by signing, fencing, and barriers as funding allows <p>Restrictions</p> <ul style="list-style-type: none"> • Refer to the Red Mountain Special Recreation Management Area (SRMA) write-up for detailed objectives, allocations, and management

ACECs	Management Actions and Recreation Restrictions
Desert Tortoise Natural Research Area	<p>Management Actions</p> <ul style="list-style-type: none"> • Promote hiking trails • Maintain nature trails and trail guides • Increase distribution of information to public and ensure compliance with laws and policy <p>Restrictions</p> <ul style="list-style-type: none"> • Restrict vehicles to parking area and the perimeter road • Stopping and parking of motor vehicles can take place within 50 feet of either side of the centerline of designated routes, while camping is restricted to existing disturbed areas along open routes • Closed to firearms • Dogs prohibited, except on a leash in parking lot area
Fremont-Kramer	<p>Management Actions</p> <ul style="list-style-type: none"> • Protect sensitive habitat from impacts associated with vehicle traffic • Provide dispersed opportunities for enjoyment of the ACEC attributes • Through the local TMP, identify open routes and close other existing unauthorized routes • Sign designated routes routinely in accordance with the local TMP • Use minimization criteria for designating routes in Mohave ground squirrel and Desert tortoise habitat • Increase compliance with routes of travel and the TMP, maintain signs, vehicle barriers and kiosks, and work with volunteers to clean-up parking and camping areas on a regular basis • Maintain the current status quo with respect to the number and size of recreational vehicle campsites within the ACEC. This will require an inventory of existing campsites for number and size and regular follow-up monitoring. • Work to make sure stopping, parking and camping distance from designated routes are adhered to. As needed and funding allows the following corrective measures may be implemented: signing, delineating camping boundaries, installing vehicle barriers, and restoring areas behind signs, rocks, and barriers to stop vehicle camping use from exceeding limits. <p>Restrictions</p> <ul style="list-style-type: none"> • Stopping and parking of motor vehicles can take place within 50 feet of either side of the centerline of designated routes, while camping is restricted to existing disturbed areas along open routes

ACECs	Management Actions and Recreation Restrictions
Mohave Ground Squirrel	<p>Management Actions</p> <ul style="list-style-type: none"> • Manage for the protection of Mojave fringe-toed lizard • Provide for general management and protection of Paleontological Resources <p>Restrictions</p> <ul style="list-style-type: none"> • Identify and implement actions to conserve and improve habitat conditions including the maintenance of sand transport corridors • Manage and protect fossil resources through route designation and restoration consistent with the Paleontological Resources Preservation Act
Red Mountain Spring	<p>Management Actions</p> <ul style="list-style-type: none"> • Limit vehicle access to appropriate route designations • Provide dispersed opportunities for enjoyment of the ACEC attributes • Increase compliance with designated routes of travel and/or TMP <p>Restrictions</p> <ul style="list-style-type: none"> • Prohibit motorized and non-motorized travel • Camping is prohibited
Steam Well	<p>Management Actions</p> <ul style="list-style-type: none"> • Vehicle traffic is limited to designated roads and trails • Inform the public of the importance of the ACEC • Sign designated routes routinely • Restore undesignated motorcycle routes • Maintain hiking trail • All forms of casual and permitted recreational uses are allowed including but not limited to dispersed camping, hunting, photography, picnicking, astronomy/star gazing, nature study and viewing • Interpretive signs should be installed and maintained • Increase compliance with protection of resources. • Sign and fence off safety hazards – mine shaft and two abandoned wells <p>Restrictions</p> <ul style="list-style-type: none"> • Prohibit shooting

ACECs	Management Actions and Recreation Restrictions
Western Rand Mountains	<p>Management Actions</p> <ul style="list-style-type: none"> • Protect sensitive habitat while providing visitor access • Limit all vehicle traffic to designated routes and trails • Designated routes will be signed and managed in accordance to the local TMP, as funding allows • Unauthorized routes will be rehabilitated/restored as funding allows • Identify access routes, which minimize impact to resources • Limit vehicles to designated routes by signing, fencing, and barriers as funding allows • Use minimization criteria for designating routes in Mohave ground squirrel and Desert tortoise habitat • Increase public awareness of the values of the ACEC • Increase patrols to ensure compliance <p>Restrictions</p> <ul style="list-style-type: none"> • Stopping and parking of motor vehicles can take place within 50 feet of either side of the centerline of designated routes, while camping is restricted to existing disturbed areas along open routes

7.7 Restoration Priorities

- TLDs and other surface disturbances that are within DTCH that are causing fragmentation of large areas quality habitat.
- Routes that are resulting in trespass into designated Wilderness Areas.
- Routes that are impacting cultural sites listed on the National Register of Historic Places.
- Items that are affecting the Visual Resource Management for an area.

7.8 Kiosks

Currently, within TMA 7 there are twenty-four kiosks at major entry points and campgrounds, including:

- Intersection of 395 and Fremont Peak Rd.
- Off of Sardinia Rd. and east of Trona Rd.
- Off of Trona Rd. and northeast of Hwy 395
- Off of Hwy 395 and northeast of Osdick Rd.
- Intersection of Fremont Peak Rd. and Hwy 395
- East of Hwy 395 and northeast of Hoffman Rd.
- Off of Hwy 395 and north of Redrock Randsburg Rd. 1
- Off of Hwy 395 and north of Redrock Randsburg Rd. 2
- Intersection of Hwy 395 and Iron-Canyon Rd. 1

- Intersection of Hwy 395 and Iron-Canyon Rd. 1
- Off of Hwy 395 and west of Inyokern Hwy Rd. 587
- Off of Inyokern Hwy Rd. 587 and southwest of Spangler Hills OHV Open Area
- Off of Hwy 395 and south of Searles Station Rd.
- Intersection of Redrock Randsburg Rd. and BLM Rd. R43
- Off of Redrock Randsburg Rd. and west of Randsburg 1
- Off of Redrock Randsburg Rd. and west of Randsburg 2
- Intersection of Redrock Randsburg Rd. and R110
- Off of R110 and south of Redrock Randsburg Rd.
- Off of R110 and west of Burma Rd.
- Intersection of R20 and Randsburg Mojave Rd.
- Intersection of Randsburg Mojave Rd. and R77
- Off of Randsburg Mojave Rd. and northeast of Norte Dame Rd.
- Northern terminal end of Piedmont St.
- Off of Goler Rd. and north of Redrock Randsburg Rd.

7.9 Key Messages

Key messages to communicate may include the following:

- Tread Lightly (Leave No Trace)
- Help Restore the Desert (Vegetation/Soils, Respect Closed Signs)
- Safety (Training Opportunities/Use of Vehicles/Respect Others on the Road/ Railroad Crossings)
- Discover the Desert
- Know Where to Go (Rockhounding, Climbing, Racing, Birding, etc.)
- Recreational opportunities to enjoy in the area (Climbing, hiking, OHV use, equestrian, star gazing)
- Learn about Desert Tortoises
- Discover the Past, Protect the Future
- Please Don't Erase the Traces of America's Past
- Respect Wildlife
- Comply with Fire Restrictions
- Stay Out, Stay Alive (Mines)

7.10 Key Partnerships

- U.S. National Park Service
- U.S. Fish and Wildlife Service
- U.S. Geological Survey
- U.S. Department of Defense
- Edwards Air force Base
- National Fish and Wildlife Habitat Fund
- Old Spanish Trail Association
- State and county governments and agencies
- Desert Tortoise Preserve Council
- Friends of Jawbone
- Transition Habitat Conservancy
- Quail Forever
- Individual citizen volunteers from the communities within the boundaries of TMA 7, local, state, and national interest organizations.
- Adjacent landowners, railroads, conservation groups, Friends groups, etc.

7.11 Transportation and Management Issues

The following three transportation management issues in TMA 7 need to be addressed and will be pursued as funding and other resources become available.

- Work with Kern and San Bernardino Counties to provide connectivity from private lands to the public lands surrounding the communities of Red Mountain, Randsburg, and Johannesburg.
- Work with the China Lake Naval Weapons Center to determine how the expansion of the base will affect the connectivity for the corridor route through the Grass Valley Wilderness area. If the route will dead end at a fence line not allowing for through travel, make a trailhead along the route considered for development or downgrade the corridor to a non-mechanized route of travel.
- Evaluate the potential for the development of a north to south route on the east side of Cuddeback Lake if the current designated routes are cut off or eliminated through the expansion of the China Lake Naval Weapons Center.

7.12 Monitoring

The following intervals and standards for monitoring and evaluation have been set, based on the sensitivity of the resource decisions involved for specific areas in TMA 7:

1. Monthly basis: Monitor the Desert Tortoise Natural Research Area, as funding allows.

2. Quarterly basis: Monitor the Rand and Red Mountain subregions designated routes and in the Fremont-Kramer and Western Rand Mountain ACECs, as funding allows.
3. Yearly basis: Monitor the routes in all other ACECs, as funding allows.
4. Opportunistic or incidental basis: Problem areas will be identified and if impacts are not readily resolved, areas where these impacts are occurring may be moved to a more frequent monitoring interval, based on the issues identified.

This does not preclude monitoring at a frequency unique to the situation, for any designated route or area undergoing active travel management. Generally, in these cases, monitoring occurs immediately after a corrective action is taken, and remains at an elevated level for a period of months to years, depending on the situation.

7.13 Implementation Priorities

A table presenting the anticipated schedule for implementing actions described in this TMP will be developed. Note the timing of implementation of the actions listed in the table may change based on funding. The BLM will track planning and implementation progress using the travel management module in the Recreation Management Information System (RMIS).

8.0 TMA 8

This TMP, consisting of this section and Section 1.0 Information Common to All TMAs, is an implementation level plan that addresses comprehensive travel and transportation management within TMA 8, which is located within the Barstow Field Office. TMA 8 is generally located south of Barstow and Highway 40, east of Highway 15, north of Highways 18 and 247, and west of Marine Corps Air Ground Combat Center Twentynine Palms. TMA 8 contains four subregions: Johnson Valley, Newberry/Rodman, Ord Mountain and Stoddard Valley. TMA 8 encompasses approximately 897,579 acres of BLM land.

The primary locations that are accessed within this TMA includes: Sawtooth Campground, Stoddard Valley OHV Area, Johnson Valley OHV Recreation Area, Lucerne Valley Dry Lake, Newberry Mountains Wilderness, Rodman Mountains Wilderness and Rodman Mountains Cultural Area ACEC.

8.1 Transportation System

The TMA 8 designated network limits disturbance within designated NCLs and ACECs and is consistent with other designated area goals and objectives, while enhancing access outside of designated sensitive areas such as the Soggy Dry Lake Creosote Rings and Old Woman Springs Wildlife Linkage ACECs. The recommendations of the Desert Advisory Council, the County, local communities, and public commenters on the WMRNP Draft SEIS were considered during the development of the TMA 8 network and other implementation strategies, and appropriate adjustments were made to the transportation system consistent with the design principles. Adjacent federal land managers were also consulted to coordinate access and maximize consistency across jurisdictional lines.

The network minimizes regional and site-specific issues and conflicts on public lands by avoiding high-sensitivity locations, reducing threats, and redirecting access on a route-specific basis to provide a more coherent network. The network also utilizes regional measures to minimize overall network impacts, closes routes where the network is the source of an excessive amount of ground disturbance in sensitive areas, includes site-specific minimization strategies, and includes an implementation strategy that promotes and supports active partnerships.

Subregion Signing Codes:

- Johnson Valley = JV
- Newberry/Rodman = NR
- Ord Mountain = OM
- Stoddard Valley = SV

8.2 List of Designated Areas

- Bendire's Thrasher ACEC
- Brisbane Valley Mojave Monkey Flower ACEC
- Daggett Ridge Monkey Flower ACEC
- Granite Mountain Wildlife Linkage ACEC

- Mojave Fishhook Cactus ACEC
- Northern Lucerne Wildlife Linkage ACEC
- Old Woman Springs Wildlife Linkage ACEC
- Ord Rodman ACEC
- Rodman Mountains Cultural Area ACEC
- Soggy Dry Lake Creosote Rings ACEC
- Upper Johnson Valley Yucca Rings ACEC
- Johnson Valley OHV Area
- Johnson Valley Shared OHV Area
- Mojave and Silurian Valley NCL
- Pinto Lucerne Valley and Eastern Slopes NCL
- South Mojave - Amboy NCL
- West Desert and Eastern Slopes NCL
- Newberry Mountains Wilderness NLCS
- Rodman Mountains Wilderness NLCS
- Stoddard/Johnson Valley SRMA

8.3 Planning and Decision Maps

- See Chapter 2 in DSEIS
- See Figures G-29 to G-32 in Section 14, TMA Map Figures

8.4 Travel Management Area 8 - Goals and Objectives

The travel management objectives for this TMA are to provide access to its natural, recreational, and historic attractions consistent with and while maintaining the resource values that draw people to the area. Specific goals and objectives for TMA 8 have been developed to address unique features that include:

Goals

- Provide for a balanced and varied combination of recreational uses, including casual use as well as those requiring a Special Recreation Permit, while minimizing damage and degradation of the natural and cultural resources of this diverse management area.
- Provide for access to the non-motorized and non-mechanized trail network for such recreational activities as mountain biking, horseback riding, running, hiking and backpacking.

- Provide access to trailheads for non-mechanized travel on such designated trails. Some examples of locations include but are not limited to Newberry Mountains Wilderness, Rodman Mountains Wilderness, and Old Woman Springs Wildlife Linkage ACEC.
- Provide access for recreational visitation to historic mining features within the region.
- Allow for appropriate access to the ACECs within the TMA while protecting the natural and cultural resources for which each ACEC was designated.
- Allow for access to known rock hounding sites so that reasonable amounts of noncommercial rock and mineral collection can occur consistent with the goals of this plan and the rules of conduct for recreation on public lands as specified in 43 CFR 8361.1-5.
- Preserve the right of access to mineral locations under the Mining Law of 1872 and consistent with federal Surface Management regulations (43 CFR 3809).
- Provide for access to areas of scientific studies for such purposes as paleontology, seismology, and soil structure by authorized individuals.
- Provide limited access to guzzlers, range management features and improvements for both grazing and wild horse and burro management purposes.
- Coordinate with neighboring government land management agencies to provide for interconnectivity where appropriate.
- Allow for the development of larger group campsites, secondary vehicle parking sites, or trailheads in previously disturbed locations, before considering new development locations.
- Do not enhance the routes in the network upon lands that have wilderness characteristics if a decision has been made to manage the area for its wilderness characteristics.
- Provide for the access to the public lands and the connectivity with the designated travel network from the communities and cities located within the TMA boundaries.
- Provide for high quality organized and unorganized OHV recreational opportunities.

Objectives

- Protection and enhancement of DTCH and linkages within the Ord Mountain and Newberry/Rodman subregions.
- Provide a safe, yet challenging environment for organized and unorganized OHV recreational opportunities.

8.5 ACECs – Disturbance Caps and Relevance and Importance Criteria

ACECs	Disturbance Cap	Relevance and Importance Criteria
Bendire's Thrasher	0.5%, 1%	Provides habitat for a disjunctive population of Bendire's Thrasher. Some areas within the ACEC provide a combination of meteorological, geological, hydrological, topographical features that have been identified as important climate refugia (slow/minimized climate changes) for wildlife species.
Brisbane Valley Mojave Monkey Flower	1%	The area is important for botanical resources and to protect sensitive and restrictive plant species, in particular the Mojave Monkeyflower.
Daggett Ridge Monkey Flower	0.5%	The area is important for the protection of the Mojave Monkeyflower (<i>Mimulus mohavensis</i>), a BLM Sensitive Species with a highly restrictive range.
Granite Mountain Wildlife Linkage	0.25%	Relevant biological resources including wildlife and plant assemblages. The area is critical for bighorn sheep, golden eagles, desert tortoise, prairie falcons and several other species. Additionally, numerous rare and sensitive plants have major populations here, and Joshua tree woodland is present, making the area regionally significant. The area provides critical links for wildlife populations to the north and south of this linkage area. Without this corridor, the towns of Lucerne Valley and Apple Valley could merge and create a block for wildlife movement.
Mojave Fishhook Cactus	0.5%	Set aside solely to protect the Mojave fishhook cactus – yellow-spined form. The area is important for botanical resources and to protect sensitive and restrictive plant species, in particular the Mojave Fishhook Cactus. This area also has populations of Mojave menodora (<i>Menodora spinescens</i> var. <i>mohavensis</i>) and several wildlife species.
Northern Lucerne Wildlife Linkage	0.5%	Relevant biological resources including wildlife and plant assemblages. The area is critical for bighorn sheep, golden eagles, desert tortoise, prairie falcons and several other species. Additionally, numerous rare and sensitive plants have major populations here, making the area regionally significant. The area provides critical links for wildlife populations to the north and south of this linkage area. Without this corridor, the towns of Lucerne Valley and Apple Valley will merge and create a block for wildlife movement.
Old Woman Springs Wildlife Linkage	0.1%, 0.5%, 1%	Relevant biological resources including wildlife and plant assemblages. The area is critical for bighorn sheep, Mojave fringed toed lizards, desert tortoise, burrowing owl and several other species. Additionally, numerous rare and sensitive plants have major populations here, making the area regionally significant. The area provides critical links for wildlife populations to the north and south of this linkage area.

ACECs	Disturbance Cap	Relevance and Importance Criteria
Ord Rodman	0.5%, 1%	This area provides high density Desert tortoise habitat and encompassed designated desert tortoise critical habitat. This area provides DTCH linkage. Desert Tortoise habitat capable of sustaining viable tortoise populations and the highest value critical habitat will be protected.
Rodman Mountains Cultural Area	0.5%	Important cultural and wildlife values. Rock art sites within this area have been listed on the National Register of Historic Places as an Archaeological District. The petroglyphs are significant to the religious and spiritual concerns of Native Americans. This area is also included in the Ord-Rodman ACEC because it includes limited Desert tortoise habitat. Most of this area is within the Rodman Mountains Wilderness.
Soggy Dry Lake Creosote Rings	0.10%	This area was designated to protect an Unusual Plant Assemblage, the largest know creosote rings on public lands administered by the federal government are situated within the ACEC. The rings of creosote within the ACEC area have recently been identified as the world's oldest living plant. The uniqueness, high research value, and susceptibility to damage from intensive recreation uses are the principle reasons for its designation.
Upper Johnson Valley Yucca Rings	1%	Designated to provide protection of an Unusual Plant Assemblage, the yucca rings present within the ACEC are the largest and oldest Mojave Yucca rings known, with an estimated age up to 2,250 years. The uniqueness, high research value, and susceptibility to damage from intensive recreational uses are the principle reasons for designation.

8.6 ACECs – Travel Management Actions and Recreation Restrictions

ACECs	Travel Management Actions and Recreation Restrictions
Bendire's Thrasher	<p>Management Actions</p> <ul style="list-style-type: none"> • Limit Vehicle use to designated roads and trail • Limit disturbance of breeding Bendire's Thrasher from vehicle traffic • Route designation conducted through the local TMP will integrate protection of Bendire's Thrasher <p>Restrictions</p> <ul style="list-style-type: none"> • Limit off-highway vehicle use to designated routes as per the local TMP

ACECs	Travel Management Actions and Recreation Restrictions
Brisbane Valley Mojave Monkey Flower	<p>Management Actions</p> <ul style="list-style-type: none"> • Protect Mojave Monkeyflower from impacts associated with vehicle traffic • All vehicle traffic limited to designated roads and trails • Authorize no new routes in ACEC • Through the local TMP process, modify the route network to reflect designated routes through the ACEC and close other existing unauthorized routes <p>Restrictions</p> <ul style="list-style-type: none"> • Limit off-highway vehicle use to designated routes as per the local TMP
Daggett Ridge Monkey Flower	<p>Management Actions</p> <ul style="list-style-type: none"> • Protect Mojave monkeyflower from impacts associated with vehicle traffic • Limit all vehicle traffic to designated roads and trails • Authorize no new routes in ACEC • Through the local TMP process, modify the route network to reflect designated routes through the ACEC and close other existing unauthorized routes • Eliminate routes within washes, unnecessary parallel routes, and routes bisecting populations of Mojave monkeyflowers <p>Restrictions</p> <ul style="list-style-type: none"> • Limit off-highway vehicle use to designated routes as per the local TMP
Granite Mountain Wildlife Linkage	<p>Management Actions</p> <ul style="list-style-type: none"> • Reduce habitat impacts associated with vehicle use • All designated routes will be signed • As funding allows, all routes identified as closed will be rehabilitated/restored, as funding allows, restore all undesignated OHV routes • Area would be managed within the Pacific Crest Trail and Stoddard / Johnson SRMAs <p>Restrictions</p> <ul style="list-style-type: none"> • Limit off-highway vehicle use to designated routes as per the local TMP

ACECs	Travel Management Actions and Recreation Restrictions
Mojave Fishhook Cactus	<p>Management Actions</p> <ul style="list-style-type: none"> • Protect Mojave Monkeyflower from impacts associated with vehicle traffic • All vehicle traffic limited to designated roads and trails • Establish no new routes in ACEC • Protect plant population by designation of OHV routes through the area • Use the local TMP to identify open routes, as appropriate, consistent with the purposes of the ACEC. Close other existing unauthorized routes • Inform the public of the importance of the ACEC • Install interpretive signs at access points to the ACEC • Conduct public education efforts concerning OHV use in the desert <p>Restrictions</p> <ul style="list-style-type: none"> • Limit off-highway vehicle use to designated routes as per the local TMP
Northern Lucerne Wildlife Linkage	<p>Management Actions</p> <ul style="list-style-type: none"> • Protect sensitive habitat from impacts associated with vehicle traffic • All vehicle traffic limited to designated roads and trails • Establish no new routes in ACEC • Inform the public of the importance of the ACEC • Install interpretive signs at access points to the ACEC • Conduct public education efforts concerning OHV use in the desert • Through the local TMP process, modify the route network to reflect designated routes through the ACEC and close other existing unauthorized routes <p>Restrictions</p> <ul style="list-style-type: none"> • Limit off-highway vehicle use to designated routes as per the local TMP
Old Woman Springs Wildlife Linkage	<p>Management Actions</p> <ul style="list-style-type: none"> • Protect sensitive habitat from impacts associated with vehicle traffic • All vehicle traffic limited to designated roads and trails • Authorize no new routes in ACEC • Through the local Travel Management Plan process, modify the route network to reflect designated routes through the ACEC and close other existing unauthorized routes • Inform the public of the importance of the ACEC • Install interpretive signs at access points to the ACEC, conduct public education efforts concerning OHV use in the desert • As funding allows, all designated routes will be signed • As funding allows, all undesigned OHV routes and routes identified as closed will be rehabilitated/restored • Install interpretive signs at access points to the ACEC <p>Restrictions</p> <ul style="list-style-type: none"> • Limit off-highway vehicle use to designated routes as per the local TMP

ACECs	Travel Management Actions and Recreation Restrictions
Ord Rodman	<p>Management Actions</p> <ul style="list-style-type: none"> • Protect sensitive habitat from impacts associated with vehicle traffic • All vehicle traffic limited to designated roads and trails • Designated routes will be signed and managed in accordance to the local Travel Management Plan, as funding allows • Unauthorized routes will be rehabilitated/restored as funding allows • Inform the public of the importance of the ACEC • Install interpretive signs at access points to the ACEC • Conduct public education efforts concerning OHV use in the desert, this is especially important at the interface between the ACEC and the Johnson Valley OHV Area <p>Restrictions</p> <ul style="list-style-type: none"> • Designate no new routes in the ACEC • Through the local TMP assess the existing route network in order to potentially designate routes through the ACEC and close routes
Rodman Mountains Cultural Area	<p>Management Actions</p> <ul style="list-style-type: none"> • Protect sensitive habitat from impacts associated with vehicle traffic • All vehicle traffic limited to designated roads and trails as per the local TMP • Authorize no new routes in ACEC • Through the local Travel Management Plan process, modify the route network to reflect designated routes through the ACEC and close other existing unauthorized routes • Inform the public of the importance of the ACEC • Install interpretive signs at access points to the ACEC • Conduct public education efforts concerning OHV use in the desert • Prevent impacts associated with vehicle traffic <p>Restrictions</p> <ul style="list-style-type: none"> • Restricted vehicle camping to within 100ft of centerline of designated routes. Competitive speed events prohibited
Soggy Dry Lake Creosote Rings	<p>Management Actions</p> <ul style="list-style-type: none"> • Protect creosote rings from impacts associated with vehicle traffic • Inform the public of the importance of the ACEC <p>Restrictions</p> <ul style="list-style-type: none"> • Closed to all vehicle use
Upper Johnson Valley Yucca Rings	<p>Management Actions</p> <ul style="list-style-type: none"> • Protect yucca rings from impacts associated with vehicle traffic <p>Restrictions</p> <ul style="list-style-type: none"> • Closed to all vehicle use

8.7 Restoration Priorities

- High priority placed on restoration of TLDs to enhance desert tortoise critical habitat values and to reduce impacts to desert tortoise linkages.
- High priority placed on route restoration efforts to enhance desert tortoise critical habitat and linkage values as well as enhance critical habitat values for cultural and biological resources.
- Provide for open route signing in the Ord Mountain subregion slated for 2018.
- 15 abandoned mine land features planned for remediation in 2018.
- Will work with Fort Irwin and leverage any funds to sign the open routes in the Newberry Rodman subregion and mark the closed routes as well slated for 2018.

8.8 Kiosks

Currently, within TMA 8 there are nineteen kiosks at major entry points and campgrounds, including:

- West of Interstate-15 and south of Boulder Road
- Northernmost east entrance to Stoddard Valley OHV Area off Hwy 247
- Northernmost west entrance to Stoddard Valley OHV Area off Interstate-15
- West-central entrance to Stoddard Valley OHV Area off Interstate-15
- East-central entrance to Stoddard Valley OHV Area off Hwy 247
- South-central entrance to Stoddard Valley OHV Area off Interstate-15
- Southeast of Sawtooth Canyon Campground
- Off Hwy 247 and northeast of Sawtooth Canyon Campground
- Intersection of Troy Rd. and Camp Rock Rd.
- Intersection of Harrod Rd. and Powerline Rd.
- Intersection of Harrod Rd. and Camp Rock Rd. and west entrance to Johnson Valley OHV Area
- South of Sawtooth Canyon Campground and north of Bighorn Butte Trail
- North of Sawtooth Canyon Campground
- East of Aztec Spring on Ord Mountain Rd.
- West of Interstate-15 and west of Bryman Rd.
- Off of Canyon Route and south of Rodman Mountains Wilderness Area
- Southernmost entrance to Johnson Valley off Barnes Rd.
- Southcentral entrance to Johnson Valley OHV Area near Soggy Dry Lake
- Off of Camp Rock Rd. and western entrance to Johnson Valley OHV Area

8.9 Key Messages

Key messages to communicate may include the following:

- Tread Lightly—stay on designated routes and trails
- Leave No Trace—pack it in, pack it out
- Help Restore the Desert (Vegetation/Soils, Respect Closed Signs)
- Safety (Training Opportunities/Use of Vehicles/Respect Others on the Road/ Railroad Crossings)
- Discover the Desert
- Know Where to Go (Rockhounding, Climbing, Racing, Birding, etc.)
- Recreational opportunities to enjoy in the area (Climbing, hiking, touring, OHV use, equestrian, star gazing)
- Discover the Past, Protect the Future
- Please Don't Erase the Traces of America's Past
- Respect Wildlife
- Comply with Fire Restrictions
- Stay Out, Stay Alive (Mines)

8.10 Key Partnerships

- U.S. National Park Service
- U.S. Fish and Wildlife Service
- U.S. Geological Survey
- U.S. Department of Defense
- Twenty-Nine Palms Air Ground Combat Center
- National Fish and Wildlife Habitat Fund
- State and county governments and agencies
- Friends of Johnson Valley
- Friends of Giant Rock
- Johnson Valley Improvement Association
- Newberry Springs Economic Development Association
- Individual citizen volunteers from the communities within the boundaries of TMA 8, local, state, and national interest organizations.
- Adjacent landowners, railroads, conservation groups, Friends groups, etc.

8.11 Transportation and Management Issues

The following transportation management issues in TMA 8 needs to be addressed and will be pursued as funding and other resources become available.

- Major incursion issues associated with proximity to the Johnson Valley OHV Area.

8.12 Monitoring

The following intervals and standards for monitoring and evaluation have been set, based on the sensitivity of the resource decisions involved for specific areas in TMA 8:

1. Monthly basis: None.
2. Quarterly basis: Monitor the Stoddard and Johnson (OHV) Open Areas for incursions to surrounding routes.
3. Yearly basis: Monitor the routes in Ord Mountain and Newberry/Roadman ACECs, as funding allows.
4. Opportunistic or incidental basis: Problem areas will be identified and if impacts are not readily resolved, areas where these impacts are occurring may be moved to a more frequent monitoring interval, based on the issues identified.

This does not preclude monitoring at a frequency unique to the situation, for any designated route or area undergoing active travel management. Generally, in these cases, monitoring occurs immediately after a corrective action is taken, and remains at an elevated level for a period of months to years, depending on the situation.

8.13 Implementation Priorities

A table presenting the anticipated schedule for implementing actions described in this TMP will be developed. Note the timing of implementation of the actions listed in the table may change based on funding. The BLM will track planning and implementation progress using the travel management module in the Recreation Management Information System (RMIS).

9.0 TMA 9

This TMP, consisting of this section and Section 1.0 Information Common to All TMAs, is an implementation level plan that addresses comprehensive travel and transportation management within TMA 9, which is located within the Ridgecrest Field Office area. TMA 9 is defined by the China Lake Naval Weapons Center on the north and east, State Route 14 on the west, and the Garlock Road and the Summit Range on the south. Include in the boundaries of TMA 9 are the two communities of Ridgecrest and Inyokern along with the El Paso and Ridgecrest subregions. TMA 9 encompasses approximately 283,241 acres of BLM land.

The primary locations that are accessed within this TMA includes the Rademacher Hills trail system, Spangler Hills Open Area, Ridgecrest Regional Wild Horse and Burro Facility, El Paso Peaks Wilderness, Burro Schmidt Tunnel, and the Benson Gulch area. TMA 9 will be utilized only if Alternative 4 is selected.

9.1 Transportation System

The TMA 9 designated network limits disturbance within designated NCLs and ACECs and is consistent with other designated area goals and objectives, while enhancing access outside of designated sensitive areas such as the Bedrock Spring and Old Woman Springs Wildlife Linkage ACECs. The recommendations of the Desert Advisory Council, the County, local communities, and public commenters on the WMRNP Draft SEIS were considered during the development of the TMA 9 network and other implementation strategies, and appropriate adjustments were made to the transportation system consistent with the design principles. Adjacent federal land managers were also consulted to coordinate access and maximize consistency across jurisdictional lines.

The network minimizes regional and site-specific issues and conflicts on public lands by avoiding high-sensitivity locations, reducing threats, and redirecting access on a route-specific basis to provide a more coherent network. The network also utilizes regional measures to minimize overall network impacts, closes routes where the network is the source of an excessive amount of ground disturbance in sensitive areas, includes site-specific minimization strategies, and includes an implementation strategy that promotes and supports active partnerships.

Subregion Signing Codes:

- El Paso = EP
- Ridgecrest = RI

9.2 List of Designated Areas

- Bedrock Spring ACEC
- Christmas Canyon ACEC
- Eagles Flyway ACEC
- El Paso to Golden Valley Wildlife Corridor ACEC
- Last Chance Canyon ACEC
- Mohave Ground Squirrel ACEC

- Spangler Hills (OHV) Open Area
- Basin and Range NCL
- Mojave and Silurian Valley NCL
- West Desert and Eastern Slopes NCL
- El Paso Mountains Wilderness NLCS
- El Paso/Rand SRMA
- Red Mountain SRMA
- Ridgecrest Wild Horse and Burro Facility

9.3 Planning and Decision Maps

- See Chapter 2 in DSEIS
- See Figures G-33 to G-36 in Section 14, TMA Map Figures

9.4 Travel Management Area 9 - Goals and Objectives

The travel management objectives for this TMA are to provide access to its natural, recreational, and historic attractions consistent with and while maintaining the resource values that draw people to the area. Specific goals and objectives for TMA 9 have been developed to address unique features that include:

Goals

- Provide for a balanced and varied combination of recreational uses, including casual use as well as those requiring a Special Recreation Permit, while minimizing damage and degradation of the natural and cultural resources of this diverse management area.
- Provide for access to the non-motorized and non-mechanized trail network for such recreational activities as mountain biking, horseback riding, running, hiking and backpacking.
- Provide access to trailheads for non-mechanized travel on such designated trails. Some examples of locations include but are not limited to El Paso Mountains Wilderness NLCS, West Desert and Eastern Slopes NCL, Spangler Hills (OHV) Open Area.
- Provide access for recreational visitation to historic mining features within the region.
- Allow for appropriate access to the ACECs within the TMA while protecting the natural and cultural resources for which each ACEC was designated.
- Allow for access to known rock hounding sites so that reasonable amounts of noncommercial rock and mineral collection can occur consistent with the goals of this plan and the rules of conduct for recreation on public lands as specified in 43 CFR 8361.1-5.
- Preserve the right of access to mineral locations under the Mining Law of 1872 and consistent with federal Surface Management regulations (43 CFR 3809).

- Provide for access to areas of scientific studies for such purposes as paleontology, seismology, and soil structure by authorized individuals.
- Provide limited access to guzzlers, range management features and improvements for both grazing and wild horse and burro management purposes.
- Coordinate with neighboring government land management agencies to provide for interconnectivity where appropriate.
- Allow for the development of larger group campsites, secondary vehicle parking sites, or trailheads in previously disturbed locations, before considering new development locations.
- Do not enhance the routes in the network upon lands that have wilderness characteristics if a decision has been made to manage the area for its wilderness characteristics.
- Provide for the access to the public lands and the connectivity with the designated travel network from the communities and cities located within the TMA boundaries.

Objectives

- Continue to implement relevant travel management elements of the Bedrock Springs, Last Chance Canyon, Eagles Flyway, El Paso to Golden Valley Wildlife Corridor Linkage, and Mohave Ground Squirrel ACEC Plans, as modified herein.
- Commercial, Competitive, and Organized Group Special Recreation Permits (SRP) are a discretionary action and will be issued on a case-by-case basis. In specially designated areas (e.g. ACECs, WSAs), SRPs could be issued for activities that do not diminish the values for which the area was designated. SRPs will be prohibited if the proposed activities would adversely affect the nationally significant ecological, cultural, or scientific values for which the area was designated.
- Where larger group campsites, secondary vehicle parking sites, or trailheads are designated work will be performed as appropriate to delineate area boundaries. These efforts may include the installation of signs, area boundary definition, and restoration outside of the designated area.
- Manage and maintain a designated mountain bicycle trail network for such recreational opportunities.
- Manage and maintain the established Rademacher Hills non-mechanized trail system and interpretive signs within the Ridgecrest subregion.
- Maintain and improve the access routes and signing from Highway 395, Searles Station Cut-off and the Trona Road into the Spangler Hills OHV Open Area along with parking/staging sites associated with the area.
- Manage and maintain the designated Competitive (“C”) route network north and south of the Spangler Hills OHV Open Area.
- Enhance and manage the former Union Pacific railroad bed for its recreational value as a non-motorized trail. These efforts may include the pursuit of land acquisitions or ROW as needed.

9.5 ACECs – Disturbance Caps and Relevance and Importance Criteria

ACECs	Disturbance Cap	Relevance and Importance Criteria
Bedrock Spring	1%	This ACEC was designated due to the presence of prehistoric cultural resources. Bedrock Spring is the only known spring on the north side of Lava Mountains and represented a major focus for prehistoric occupation in this area. This area is also included in the Mohave Ground Squirrel Conservation Area.
Christmas Canyon	1%	This area was designated to protect archaeological resources associated with prehistoric reduction of lithic resources, a large chert quarry, and the collection and processing of local edible plants. Researchers and avocational collectors have attempted to identify early Holocene occupation of the Searles Dry Lake shore with sites within Christmas Canyon. A portion of the southern edge of the ACEC is included in the Mojave Ground Squirrel Conservation Area.
Eagles Flyway	1%	The habitat has healthy stands of Desert Needle grass and Indian Rice grass, as well as a diversity of desert shrub species. Very little disturbance has occurred here other than ephemeral sheep grazing. Views from Inyokern-Red Rock Road towards the Sierras are stunning, with little evidence of human occupancy.
El Paso to Golden Valley Wildlife Corridor	1%	<p>This area is of local importance to the residents of the town of Ridgecrest as is evident from the request by them to separate it in the El Paso Collaborative Access Plan (CAPA). The area is avidly used for rock hounding and other various recreation activities. A variety of songbirds use the area, both during migration and as nesting habitat. Resident songbird species include loggerhead shrikes and Le Conte's thrashers. There are at least four special status bat species, including the sensitive Townsend's big-eared bat, that call this area home. Badgers and kit foxes are also found here.</p> <p>There are plants that are endemic to a portion of this area such as the Red Rock poppy and the Red Rock tarplant. Both of these species are afforded protection as BLM sensitive species.</p> <p>Some areas within the ACEC provide a combination of meteorological, geological, hydrological, topographical features that have been identified as important climate refugia (slow/minimized climate changes) for wildlife species.</p>

ACECs	Disturbance Cap	Relevance and Importance Criteria
Last Chance Canyon	1%	This area was designated in recognition of its important cultural resources. It is situated within the El Paso Mountains, surrounding the base of Black Mountain. Site types found within the district and the ACEC include: open-air campsites, extensive house ring complexes, rock shelters, lithic reduction locales, cryptocrystalline quarries, milling complexes, and petroglyphs. Archaeological materials represent aboriginal occupation of the area from the Late Pleistocene to the historic period. Anglo historic sites include mining sites and cabins dating from the late 1800s to the present. It is also included in the Mohave Ground Squirrel Conservation Area and contains desert tortoise habitat. The Red Rock Poppy and Red Rock tarplant may occur in this area.
Mohave Ground Squirrel	1%	The habitat contains a diversity of desert shrubs that is home to many sensitive species such Nelson's bighorn sheep (<i>Ovis canadensis nelsoni</i>), bat species, and resident and migrating birds. Desert shrub communities also provide an ecosystem service of carbon sequestration important in mitigating greenhouse gas emissions and global warming. Many BLM special status plant species potentially occur here, also, such as the Mojave Tarplant. Some areas within the ACEC provide a combination of meteorological, geological, hydrological, topographical features that have been identified as important climate refugia (slow/minimized climate changes) for wildlife species.

9.6 ACECs – Travel Management Actions and Recreation Restrictions

ACECs	Travel Management Actions and Recreation Restrictions
Bedrock Spring	<p>Management Actions</p> <ul style="list-style-type: none"> • Manage travel to reduce impacts to sensitive cultural resources • Designated routes will be signed and managed in accordance to the local Travel Management Plan, as funding allows. • Un-authorized routes will be rehabilitated/restored as funding allows. • Identify access routes which minimize impact to resources • Limit vehicles to open designated routes by signing, fencing, and barriers as funding allows • Provide recreation opportunities that are compatible with cultural resource preservation by providing dispersed opportunities for enjoyment of the ACEC attributes • Manage camping to minimize impacts to cultural resources • Refer to the Red Mountain SRMA write-up for detailed objectives, allocations, and management direction <p>Restrictions</p> <ul style="list-style-type: none"> • Limit off-highway vehicle use to designated routes as per the local TMP

ACECs	Travel Management Actions and Recreation Restrictions
Christmas Canyon	<p>Management Actions</p> <ul style="list-style-type: none"> • Manage travel to avoid sensitive cultural resources • Install signage identifying the boundaries of the ACEC within the OHV Open Area • Designated routes will be signed and managed in accordance to the local TMP, as funding allows. Un-authorized routes will be rehabilitated/restored, as funding allows. • Designated routes will be signed and managed in accordance to the local TMP, as funding allows • Identify access routes, which minimize impact to resources • Manage recreation to reduce impacts to sensitive cultural resources • Dispersed and developed camping within the Spangler Hills Open Area. In the remainder of the ACEC limit and manage camping to minimize impacts to cultural resources <p>Restrictions</p> <ul style="list-style-type: none"> • In the Spangler Hills Open Area, all motorized vehicle events have full access of the area. In the remainder of the ACEC, limit motorized Non-competitive events to be held on existing routes and prohibit motorized competitive events. • Prohibit camping and limit other recreational activities in sensitive areas near rock art, rock shelters, and middens
Eagles Flyway	<p>Management Actions</p> <ul style="list-style-type: none"> • Limit vehicles to open designated routes and prevent user-created routes from developing • Sign designated routes routinely • Use minimization criteria for designating routes in Mohave ground squirrel and Desert tortoise habitat • Increase compliance with routes of travel and the TMP • Area would be managed within the El Paso / Rand SRMA. Provide dispersed opportunities for enjoyment of the ACEC attributes. • Increase compliance with routes of travel and the TMP, maintain signs, vehicle barriers and kiosks, and work with volunteers to clean-up parking and camping areas on a regular basis • Work to make sure stopping, parking and camping distance from designated routes are adhered to • As needed and funding allows the following corrective measures may be implemented: signing, delineating camping boundaries, installing vehicle barriers, and restoring areas behind signs, rocks, and barriers to stop vehicle camping use from expanding <p>Restrictions</p> <ul style="list-style-type: none"> • Consider golden eagle nests when designating routes within the ACEC

ACECs	Travel Management Actions and Recreation Restrictions
El Paso to Golden Valley Wildlife	<p>Management Actions</p> <ul style="list-style-type: none"> • Limit vehicles to open designated routes and prevent user-created routes from developing • Designated routes will be signed and managed in accordance to the local Travel Management Plan, as funding allows • Use minimization criteria for designating routes in Mohave ground squirrel and Desert tortoise habitat • Increase compliance with designated routes of travel and the local TMP • Area will be managed within the Paso / Rand and Red Mountain SRMA • Provide dispersed opportunities for enjoyment of the ACEC attributes • Increase compliance with routes of travel and the TMP, maintain signs, vehicle barriers and kiosks, and work with volunteers to clean-up parking and camping areas on a regular basis • Work to make sure stopping, parking and camping distance from designated routes are adhered to • As needed and funding allows the following corrective measures may be implemented: signing, delineating camping boundaries, installing vehicle barriers, and restoring areas behind signs, rocks, and barriers to stop vehicle camping use from expanding <p>Restrictions</p> <ul style="list-style-type: none"> • Limit off-highway vehicle use to designated routes as per the local TMP
Last Chance Canyon	<p>Management Actions</p> <ul style="list-style-type: none"> • Limit motorized vehicle impacts • Designated routes will be signed and managed in accordance to the local Travel Management Plan, as funding allows. Un-authorized routes will be rehabilitated/restored as funding allows. • Provide dispersed recreation opportunities for enjoyment of the ACEC that are consistent with resource protection • Maintain signs, vehicle barriers and kiosks • Improve compliance with resource protections <p>Restrictions</p> <ul style="list-style-type: none"> • Limit off-highway vehicle use to designated routes as per the local TMP

ACECs	Travel Management Actions and Recreation Restrictions
Mohave Ground Squirrel	<p>Management Actions</p> <ul style="list-style-type: none"> • Provide for the use of the designated travel system to provide access to the public lands while protecting the significant values of the area • Designated routes will be signed and managed in accordance to the local TMP, as funding allows • Use minimization criteria for designating routes in Mohave ground squirrel and Desert tortoise habitat • Un-authorized routes will be rehabilitated/restored as funding allows • Limit vehicles to open designated routes by signing, fencing, and barriers as funding allows • Increase public awareness of the values of the ACEC and provide increased patrolling <p>Restrictions</p> <ul style="list-style-type: none"> • Competitive motorized vehicle Special Recreation Permits (SRPs) will be limited to OHV open areas and adjoining routes designated for competitive use ("C" routes). If the route falls within the Mohave Ground Squirrel ACEC, these SRP events will only be allowed September 1st through February 28th to match the allowable season for Dual Sport Events. A post-race sweep of the route will occur immediately after the event is complete to look for and report any injured and/or killed Mohave ground squirrels.

9.7 Restoration Priorities

- Routes that are resulting in trespass into designated NLCS Wilderness Areas.
- TLDs and other surface disturbances that are within Core Population areas of the Mohave Ground Squirrel.
- Routes that are impacting cultural sites listed on the National Register of Historic Places.
- Items that are affecting the Visual Resource Management for an area.

9.8 Kiosks

Currently, within TMA 9 there are thirty-four kiosks at major entry points and campgrounds, including:

- Intersection of Last Chance Canyon Rd. and Hwy 14 – 1R
- Intersection of Redrock Inyokern Rd. and Last Chance Canyon Rd. – 2r
- Off of Redrock and Inyokern Rd. and northeast of Freeman Gulch – 3r
- East of College Heights Blvd. and south of Rademacher Hills Viewshed – 4r
- Off of Sunland St. and east of E Belle Vista Ave – 5r
- Off of Sunland St. and south of Jarvis Ave – 6r
- Intersection of Sunland St. and E. Jarvis Ave. – 7r

- Off of Sunland St. and north of Jarvis Ave. – 8r
- Off of Jarvis Ave. and west of Sunland St. – 9r
- Intersection of College Heights Blvd. and W. Treat Ave. – 10r
- Intersection of Colin Rd. and California State Route 178 – 11r
- Intersection of E. Jarvis Ave. and Lumill St. – 12r
- Corner of S. Gateway Blvd. and E. Belle Vista Ave. 1 – 13r
- Corner of S. Gateway Blvd. and E. Belle Vista Ave. 1 – 14r
- Intersection of E. Jarvis Ave. and S. Gateway Blvd. – 15r
- Off of E. Jarvis Ave. and west of S. Forest Knoll St. – 16r
- Intersection of Stevens Mine Rd. and Trona Rd. in Spangler Hills OHV Open Area – 17r
- Intersection of Pinnacle Rd. and Trona Rd. in Spangler Hills OHV Open Area – 18r
- Off of Savoy Rd. and east of Trona Rd. – 19r
- Off of Savoy Rd. and South Spangler Hills OHV Open Area – 20r
- Intersection of Searles Station Rd. and Pinnacle Rd. – 33r
- Off of Pinnacle Rd. and north of Searles Station Rd. – 34r
- Entrance of Spangler Hills OHV Open Area and off of Hwy 395 and south of S. Tor Rd. – 36r
- Off of Hwy 395 and northeast of Garlock Rd. – 37r
- Intersection of Iron-Canyon Rd. and Garlock Rd. – 38r
- Intersection of Garlock Rd. and Charlie Rd. 1 – 39r
- Intersection of Garlock Rd. and Charlie Rd. 2 – 40r
- Intersection of Garlock Rd. and Benson Canyon Rd. 2 – 41r
- Intersection of Redrock Randsburg Rd. and Mesquite Canyon Rd. – 53r
- Intersection of Redrock Randsburg Rd. and Last Chance Canyon Rd. – 54r
- Intersection of Hwy 14 and Last Chance Canyon Rd. – 55r
- Off of Brown Rd. and west of Hwy 395 – 93r
- Intersection of S Tor Rd. and Boundary Rd. – 94r
- Off of Aqueduct Rd and north of Hwy 58 – 95r

9.9 Key Messages

Key messages to communicate may include the following:

- Tread Lightly (Leave No Trace)

- Help Restore the Desert (Vegetation/Soils, Respect Closed Signs)
- Safety (Training Opportunities/Use of Vehicles/Respect Others on the Road/ Railroad Crossings)
- Discover the Desert
- Know Where to Go (Rockhounding, Climbing, Racing, Birding, etc.)
- Recreational opportunities to enjoy in the area (Climbing, hiking, OHV use, equestrian, star gazing)
- Discover the Past, Protect the Future
- Please Don't Erase the Traces of America's Past
- Respect Wildlife
- Comply with Fire Restrictions
- Stay Out, Stay Alive (Mines)

9.10 Key Partnerships

- U.S. National Park Service
- U.S. Fish and Wildlife Service
- U.S. Geological Survey
- U.S. Department of Defense
- China Lake Naval Weapons Station
- Fort Irwin National Training Center
- National Fish and Wildlife Habitat Fund
- City of Ridgecrest
- Old Spanish Trail Association
- Quail Forever
- Friends of Jawbone
- State and county governments and agencies
- Individual citizen volunteers from the communities within the boundaries of TMA 9, local, state, and national interest organizations.
- Adjacent landowners, railroads, conservation groups, Friends groups, etc.

9.11 Transportation and Management Issues

The following three transportation management issues in TMA 9 need to be addressed and will be pursued as funding and other resources become available.

- Pursue agreement with the Union Pacific Railway to relinquish the complete ROW for their former railbed to the BLM. Where the ROW crosses private property, pursue easements or purchase of appropriate lands to provide for a continuous route corridor that could reach from Ridgecrest to Olancho.
- Work with Kern County and the City of Ridgecrest to provide connectivity from private lands to the public lands surrounding the communities of Ridgecrest and Inyo.
- Improve the access routes and signing from Highway 395, Searles Station Cut-off and the Trona Road into the Spangler Hills OHV Open Area along with parking/staging sites associated with the area.

9.12 Monitoring

The following intervals and standards for monitoring and evaluation have been set, based on the sensitivity of the resource decisions involved for specific areas in TMA 9:

1. Monthly basis: None.
2. Quarterly basis: Trailhead facilities for the Rademacher Hills Trail System.
3. Yearly basis: Monitor the routes in all other ACECs. Boundaries of the El Paso Wilderness area for incursions from motorized and mechanized vehicles. Impacts caused by travel management to sites listed on the National Register of Historic Places, as funding allows.
4. Opportunistic or incidental basis: Problem areas will be identified and if impacts are not readily resolved, areas where these impacts are occurring may be moved to a more frequent monitoring interval, based on the issues identified.

This does not preclude monitoring at a frequency unique to the situation, for any designated route or area undergoing active travel management. Generally, in these cases, monitoring occurs immediately after a corrective action is taken, and remains at an elevated level for a period of months to years, depending on the situation.

9.13 Implementation Priorities

A table presenting the anticipated schedule for implementing actions described in this TMP will be developed. Note the timing of implementation of the actions listed in the table may change based on funding. The BLM will track planning and implementation progress using the travel management module in the Recreation Management Information System (RMIS).

10.0 List of Partnerships

Elected Officials

Senator Dianne Feinstein
Senator Barbara Boxer
Congressman Paul Cook - 8th Dist
Congressman McCarthy - 23rd Dist
State Senator Jean Fuller - Dist 18
State Assemblywoman Connie Conway, District 26
State Assemblyman Tim Donnelly, District 33
State Assemblywoman Shannon Grove, District 34
Inyo County Board of Supervisors
San Bernardino Board of Supervisors, 1st and 3rd Districts
Kern County Board of Supervisors
Riverside County Board of Supervisors

Advisory Councils

Desert Advisory Council
Desert Managers Group
Quad State County Government Coalition
San Bernardino Associated Governments

Stakeholders / Interest Groups

California Wilderness Coalition
Friends of El Mirage
Friends of Juniper Flats
Friends Of Jawbone
Lucerne Valley Economic Development Assoc
City of Ridgecrest
Transition Habitat Conservancy
American Sand Association
Sierra Club
Ridgecrest Rountable
Center for Biological Diversity
Alliance for Responsible Recreation
CORVA

AMA, District 37
Off-Road Business Association
Western San Bernardino Landowners Association
United 4-Wheel Drive Associations
Public Employees for Environmental Responsibility
Desert Tortoise Preserve Committee
Blue Ribbon Coalition
California Native Plant Society
COW
California City

State Agencies

California State Parks
California Department of Fish and Wildlife
State Lands Commission
State Historic Preservation Office
Caltrans, District 6
Caltrans, District 9
Mojave Air Resource Board

Other Federal Agencies

Inyo National Forest
Angeles National Forest
San Bernardino National Forest
Joshua Tree National Park
Mojave National Preserve
Death Valley National Park
NAWS, China Lake
Edwards Air Force Base
Twenty-Nine Palms Air Ground Combat Center
Marine Corps Logistics Base
Fort Irwin National Training Center
US Fish & Wildlife Service

Tribal Interests

Chemehuevi Reservation

Timbisha Shoshone Tribe

Bishop Paiute

Lone Pine Paiute-Shoshone

Morongo Band of Mission Indians

Twenty-Nine Palms Band of Mission Indians

Big Pine Paiute Tribe of the Owens Valley

Fort Independence Band of the Paiute Indians

San Manuel Band of Mission Indians

Soboba Band of Mission Indians

Fort Mojave Indian Tribe

Colorado River Indian Tribes

Tubatulabals of Kern Valley

11.0 Acronyms

Acronym	Meaning
ACEC	Area of Critical Environmental Concern
BLM	Bureau of Land Management
CDCA	California Desert Conservation Area
CFR	Code of Federal Regulations
DRECP	Desert Renewable Energy Conservation Plan
DTCH	Desert Tortoise Critical Habitat
GTLF	Ground Transportation Linear Feature
MFTL	Mojave fringe-toed lizard
MGS	Mohave ground squirrel
NCL	National Conservation Lands
NLCS	National Landscape Conservation System
OHV	off-highway vehicle
RNA	Research Natural Area
ROW	right-of-way grant
DSEIS	Draft Supplemental Environmental Impact Statement
SRMA	Special Recreation Management Area
SRP	Special Recreation Permit
TLD	Translinear Disturbance
TMA	Travel Management Area
TMP	TMP
USFWS	US Fish and Wildlife Service
UTV	utility type vehicle
WMRNP	West Mojave Route Network Project
WSA	Wilderness Study Area

12.0 Definitions

Word	Definition
Asset classification	Identify the appropriate design and maintenance standards, which are no higher than necessary to accommodate the intended function(s) of routes. Asset classification may also be utilized to identify a desired future outcome to upgrade or downgrade a route, to reflect the route designation, to incorporate additional field information and changing maintenance needs, or to focus or reflect travel use patterns.
Ground disturbance cap	Generally, a limitation on ground-disturbing activities in California Desert National Conservation Lands and ACECs. Expressed as a percentage of total BLM-managed California Desert National Conservation Lands and/or ACEC acreage, and cumulatively considers past, present, and future (proposed activity) ground disturbance. Baseline/existing (past plus present) ground disturbance would be determined using the most current imagery and knowledge at the time of an individual activity proposal. Specifically, the ground disturbance caps will be implemented as either a limitation or an objective triggering disturbance mitigation. The ground disturbance cap is a limitation on ground-disturbing activities within the California Desert National Conservation Lands and/or ACEC, and precludes approval of future ground-disturbing activities if the ground disturbance condition of the California Desert National Conservation Lands and/or ACEC is above the designated ground disturbance cap. The ground disturbance cap functions as an objective, triggering a specific disturbance mitigation requirement if the ground disturbance condition of the California Desert National Conservation Lands and/or ACEC is at or above its designated cap. The disturbance mitigation requirement remains in effect until the unit drops below its specified cap, at which time the disturbance cap becomes a limitation.
Ground disturbance mitigation	A discrete form of compensatory mitigation, unique to the ground disturbance cap implementation, and separate and distinct from other required mitigation in the DRECP LUPA. The disturbance mitigation requirement is triggered when the ground disturbance condition of the California Desert National Conservation Lands and/or ACEC is at or above its designated cap. The disturbance mitigation requirement remains in effect until the California Desert National Conservation Lands and/or ACEC drops below its designated cap.
Ground Transportation Linear Feature (GTLF)	A geospatial database of transportation (from motorized to foot) linear features as they exist on the ground. Features include all linear features; not just what is in the BLM transportation system.
Maintenance (of routes)	On-the ground activities that support the use of the network, and to protect natural or cultural resources found near the route.
Motor-dependent activities	Activities that require a motor vehicle to either accomplish the activity or reach the activity location.
Route designation	The route designation determines the allowable mode of transportation (motorized, non-motorized, non-mechanized) of the route.
Route segment	A portion of a route used for planning and analytical purposes. A route segment could be anywhere from a small segment of a route (<0.1 miles of a route) to an entire route.
Subdesignation	The subdesignation(s), if assigned, further defines the types of vehicles and/or users that may use each route. Subdesignations include ATV/UTV, administrative, authorized/permitted, biking, competitive, designated only, equestrian, hiking, motorcycle, seasonal, and street legal only.
Transportation System	The roads, primitive roads, and trails designated as facility assets and maintained by the BLM.

Word	Definition
WEMO ID	The unique planning number given by BLM to each specific route or route segment. WEMO IDs have been used internally to distinguish route segment features for planning and analytical purposes.

13.0 TMA Map Figures

Figures TMA 1

G-1 – TMA 1 Alt 1

G-2 – TMA 1 Alt 2

G-3 – TMA 1 Alt 3

G-4 – TMA 1 Alt 4

Figures TMA 2

G-5 – TMA 2 Alt 1

G-6 – TMA 2 Alt 2

G-7 – TMA 2 Alt 3

G-8 – TMA 2 Alt 4

Figures TMA 3

G-9 – TMA 3 Alt 1

G-10 – TMA 3 Alt 2

G-11 – TMA 3 Alt 3

G-12 – TMA 3 Alt 4

Figures TMA 4

G-13 – TMA 4 Alt 1

G-14 – TMA 4 Alt 2

G-15 – TMA 4 Alt 3

G-16 – TMA 4 Alt 4

Figures TMA 5

G-17 – TMA 5 Alt 1

G-18 – TMA 5 Alt 2

G-19 – TMA 5 Alt 3

G-20 – TMA 5 Alt 4

Figures TMA 6

G-21 – TMA 6 Alt 1

G-22 – TMA 6 Alt 2

G-23 – TMA 6 Alt 3

G-24 – TMA 6 Alt 4

Figures TMA 7

G-25 – TMA 7 Alt 1

G-26 – TMA 7 Alt 2

G-27 – TMA 7 Alt 3

G-28 – TMA 7 Alt 4

Figures TMA 8

G-29 – TMA 8 Alt 1

G-30 – TMA 8 Alt 2

G-31 – TMA 8 Alt 3

G-32 – TMA 8 Alt 4

Figures TMA 9

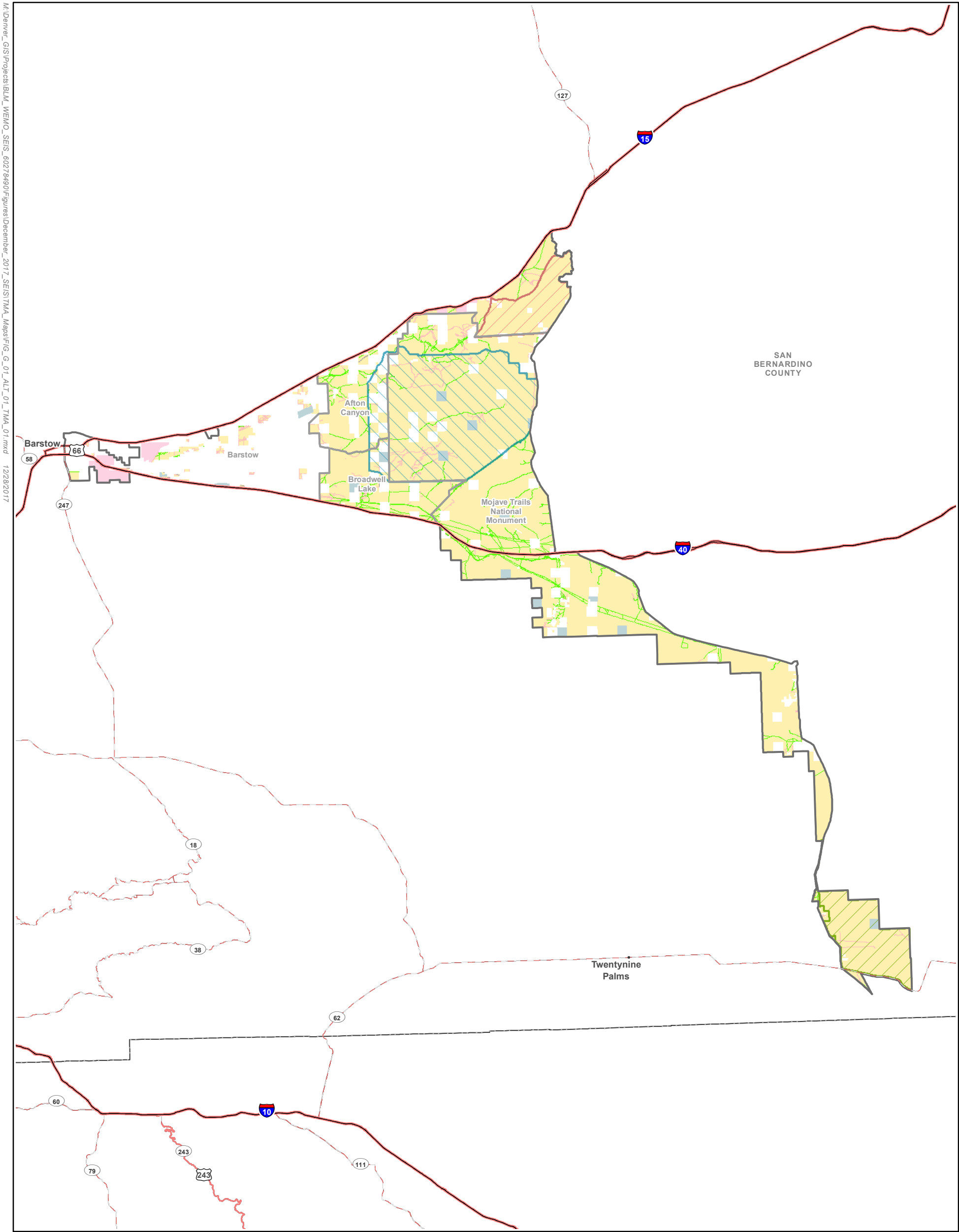
G-33 – TMA 9 Alt 1

G-34 – TMA 9 Alt 2

G-35 – TMA 9 Alt 3

G-36 – TMA 9 Alt 4

Western Mojave Supplemental EIS
Figure G-1 - TMA 1 Alternative 1 - 2017 West Mojave Route Network



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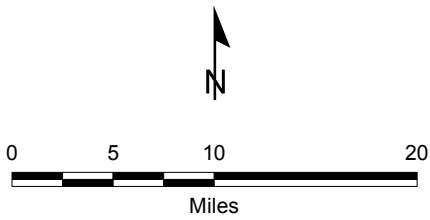
Route Designations

- Motorized
- Non-BLM
- Translinear Disturbance

- TMA Boundary
- WEMO Subregion
- Wilderness Study Area
- Wilderness Area
- OHV Open Area

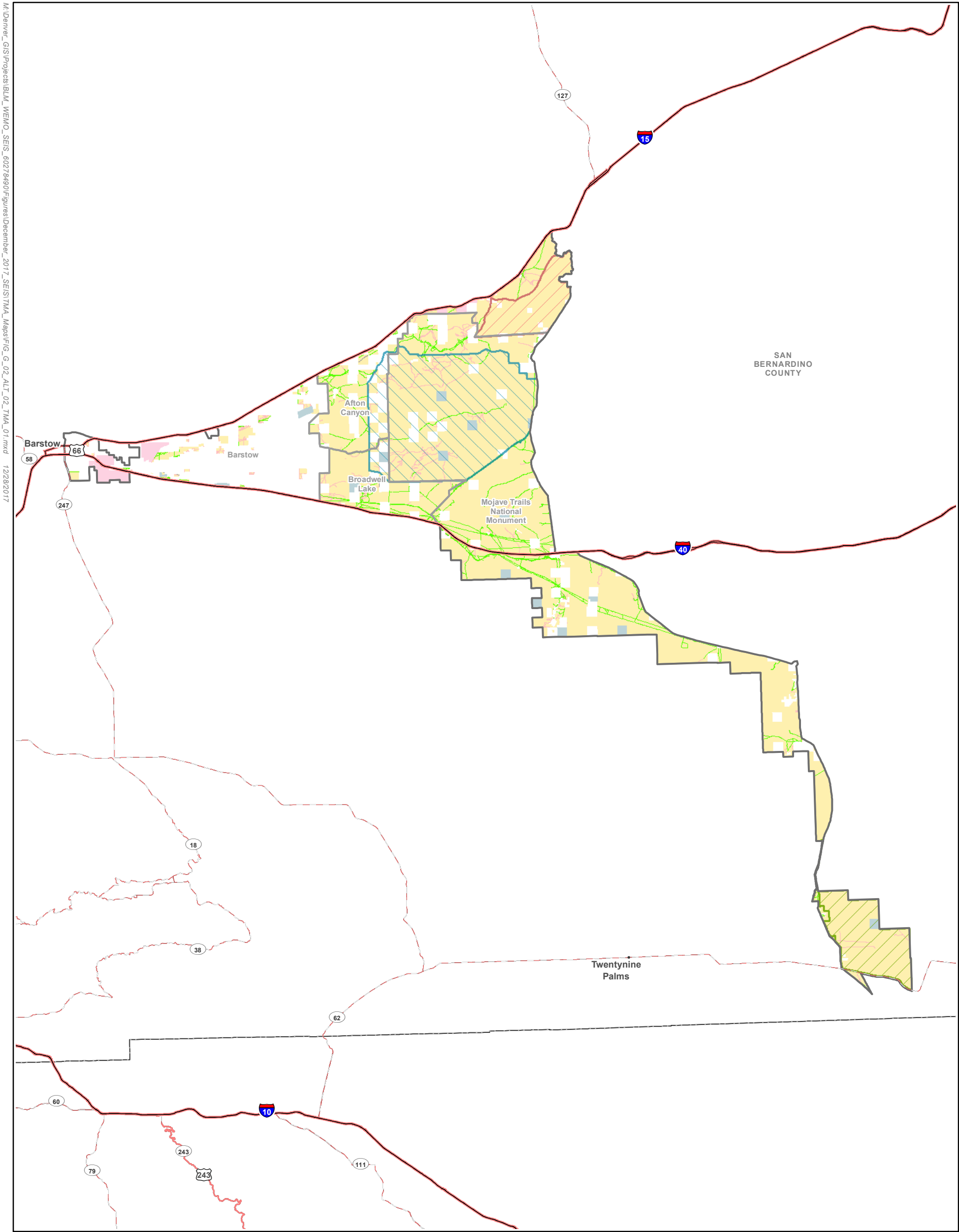
Land Ownership

- Department of Defense
- Bureau of Land Management
- National Park Service
- State



Inventory Completed: 12/19/2017
Decision Date: TBD
Data subject to change based on monitoring, adaptive management, and the routine business of BLM

Western Mojave Supplemental EIS
Figure G-2 - TMA 1 Alternative 2 - 2017 West Mojave Route Network



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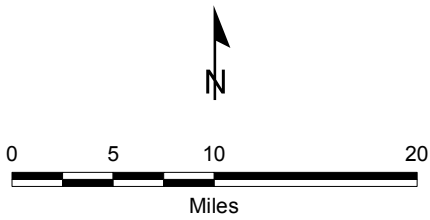
Route Designations

- Motorized
- Non-BLM
- Translinear Disturbance

- TMA Boundary
- WEMO Subregion
- Wilderness Study Area
- Wilderness Area
- OHV Open Area

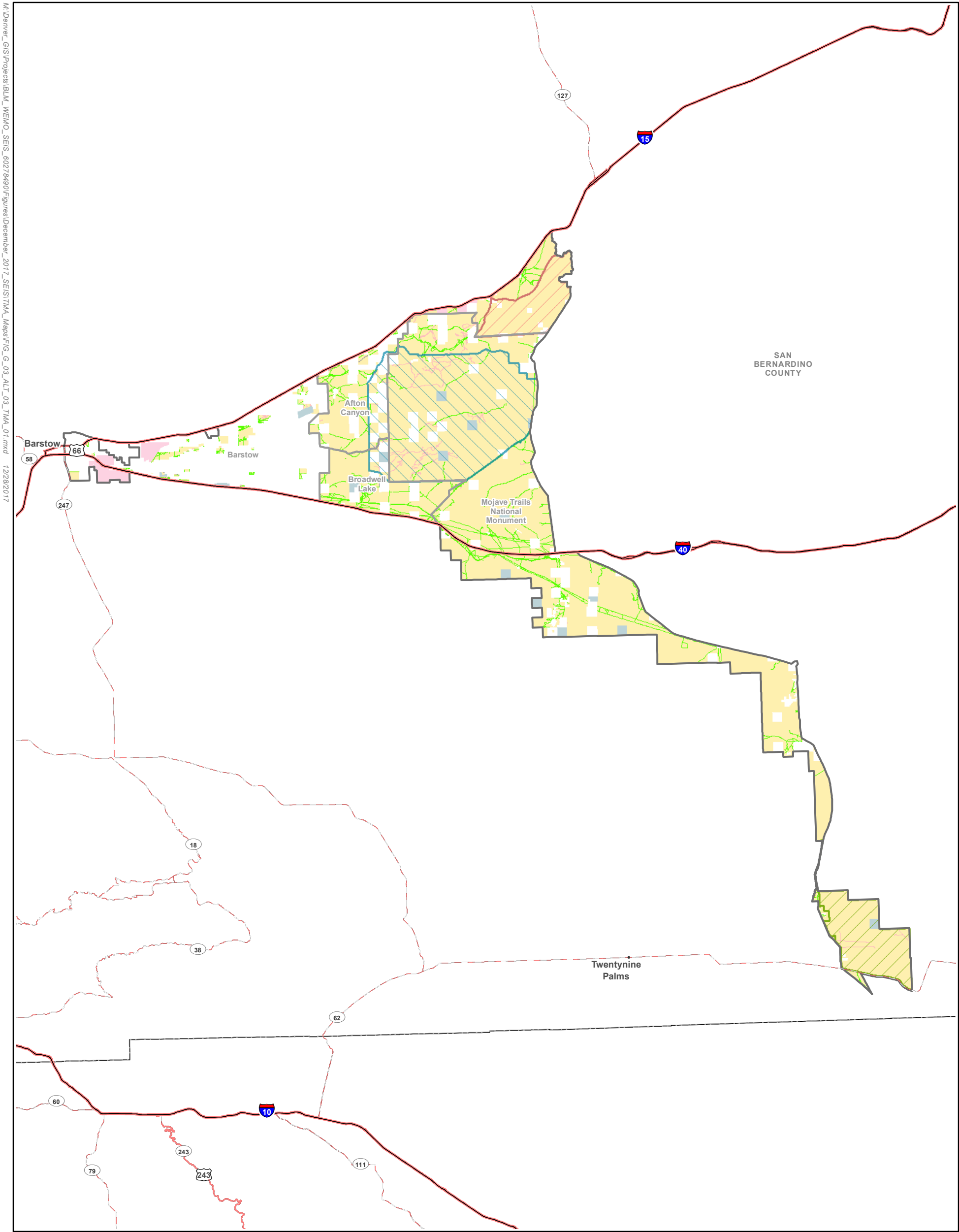
Land Ownership

- Department of Defense
- Bureau of Land Management
- National Park Service
- State



Inventory Completed: 12/19/2017
Decision Date: TBD
Data subject to change based on monitoring, adaptive management, and the routine business of BLM

Western Mojave Supplemental EIS
Figure G-3 - TMA 1 Alternative 3 - 2017 West Mojave Route Network



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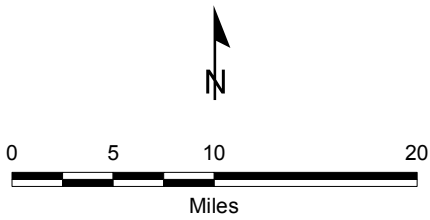
Route Designations

- Motorized
- Non-BLM
- Translinear Disturbance

- TMA Boundary
- WEMO Subregion
- Wilderness Study Area
- Wilderness Area
- OHV Open Area

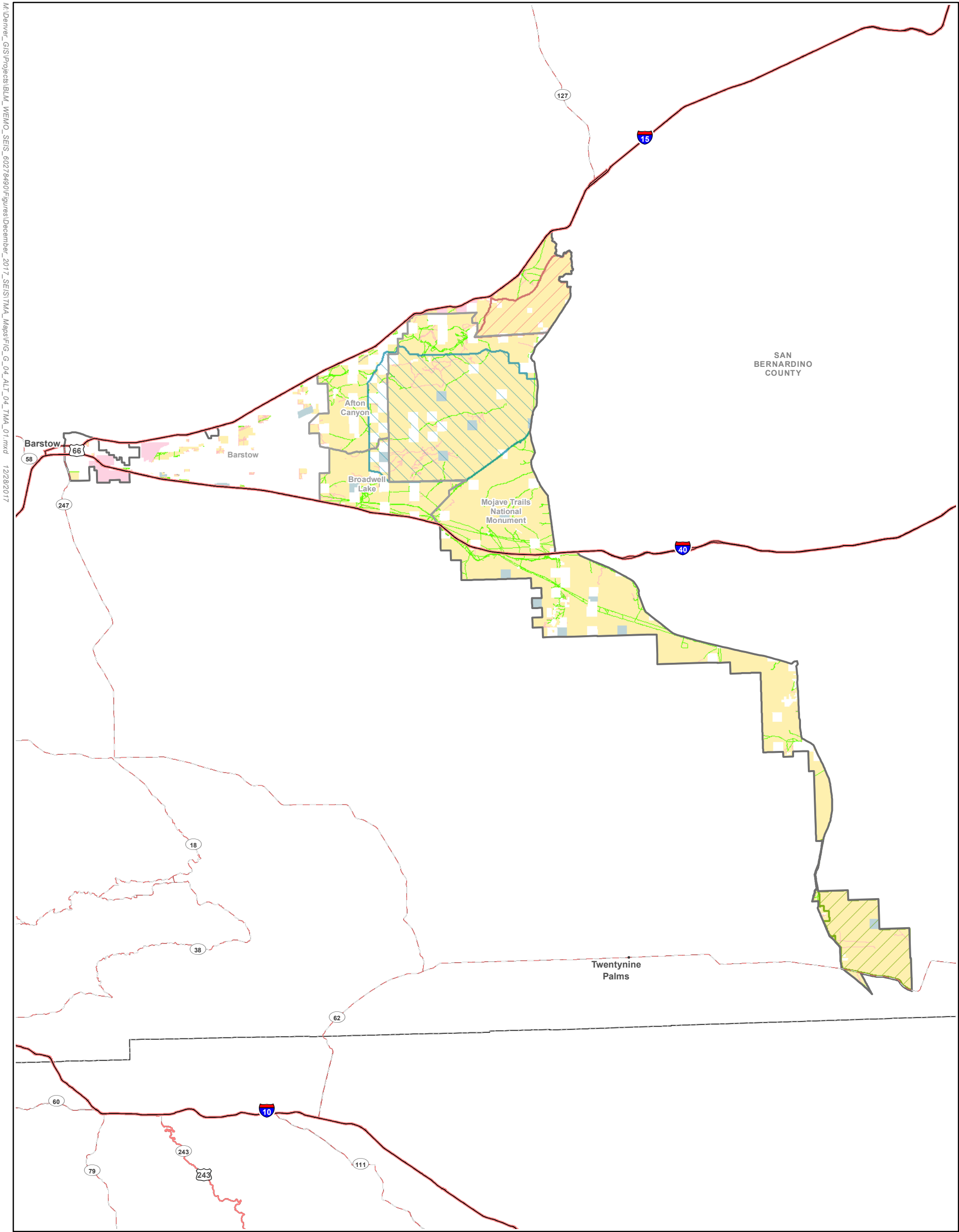
Land Ownership

- Department of Defense
- Bureau of Land Management
- National Park Service
- State



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Decision Date: TBD
Data subject to change based on monitoring, adaptive management, and the routine business of BLM

Western Mojave Supplemental EIS
Figure G-4 - TMA 1 Alternative 4 - 2017 West Mojave Route Network



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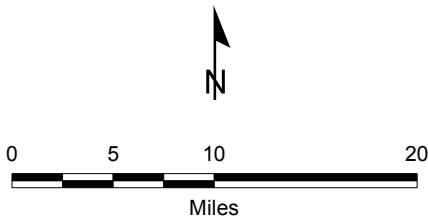
Route Designations

- Motorized
- Non-BLM
- Translinear Disturbance

- TMA Boundary
- WEMO Subregion
- Wilderness Study Area
- Wilderness Area
- OHV Open Area

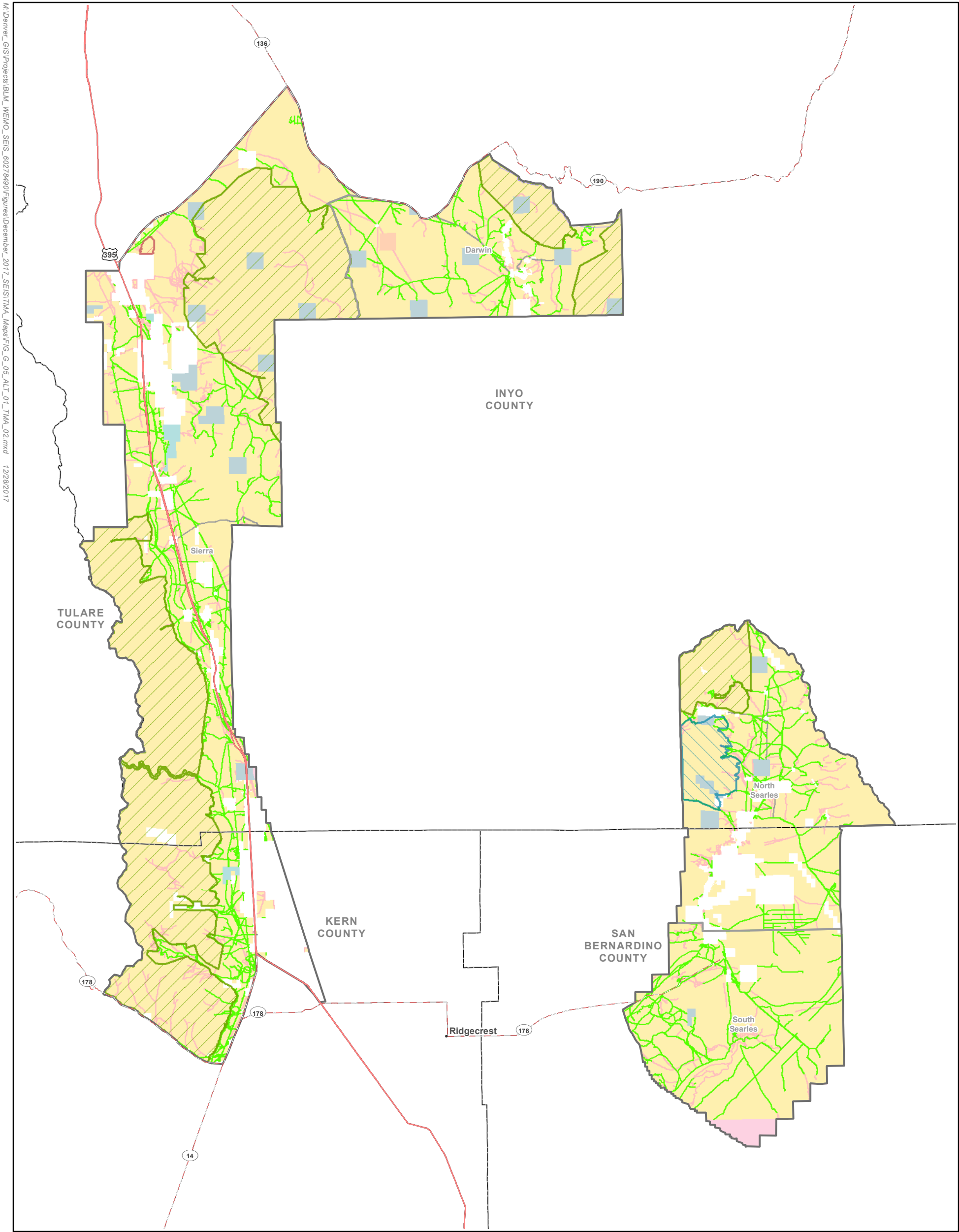
Land Ownership

- Department of Defense
- Bureau of Land Management
- National Park Service
- State



Inventory Completed: 12/19/2017
Decision Date: TBD
Data subject to change based on monitoring, adaptive management, and the routine business of BLM

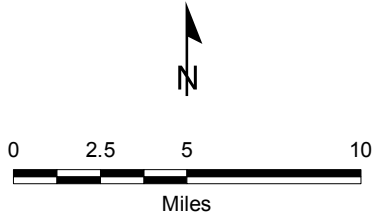
Western Mojave Supplemental EIS
Figure G-5 - TMA 2 Alternative 1 - 2017 West Mojave Route Network



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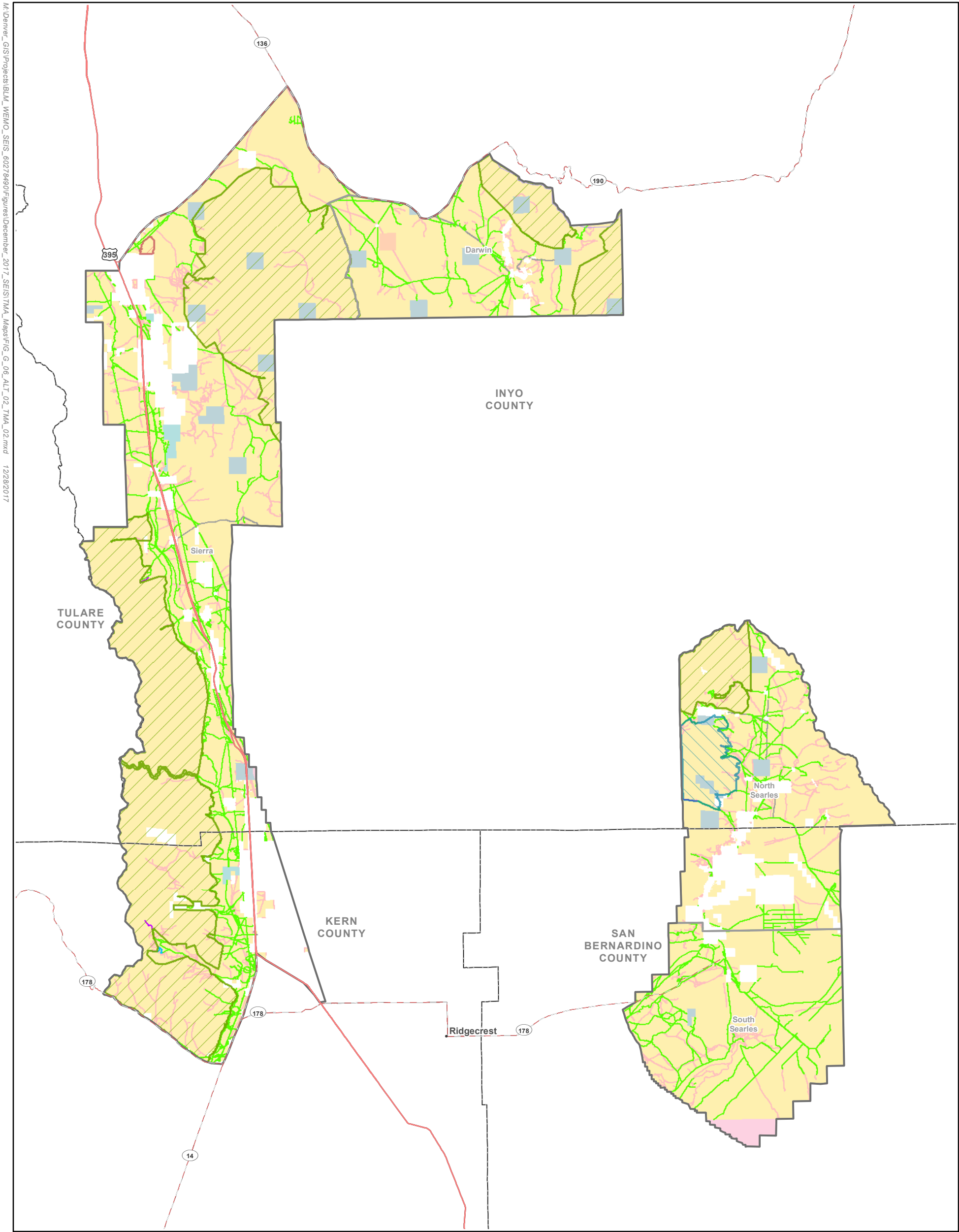


- | | | |
|--|---|--|
| Route Designations
Motorized
Non-BLM
Translinear Disturbance | TMA Boundary
WEMO Subregion
Wilderness Study Area
Wilderness Area
OHV Open Area | Land Ownership
Department of Defense
Bureau of Indian Affairs
Bureau of Land Management
Forest Service
County/Local Government
National Park Service
State |
|--|---|--|



Inventory Completed: 12/19/2017
Decision Date: TBD
Data subject to change based on monitoring, adaptive management, and the routine business of BLM

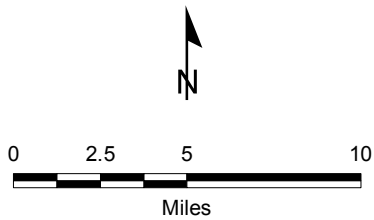
Western Mojave Supplemental EIS
Figure G-6 - TMA 2 Alternative 2 - 2017 West Mojave Route Network



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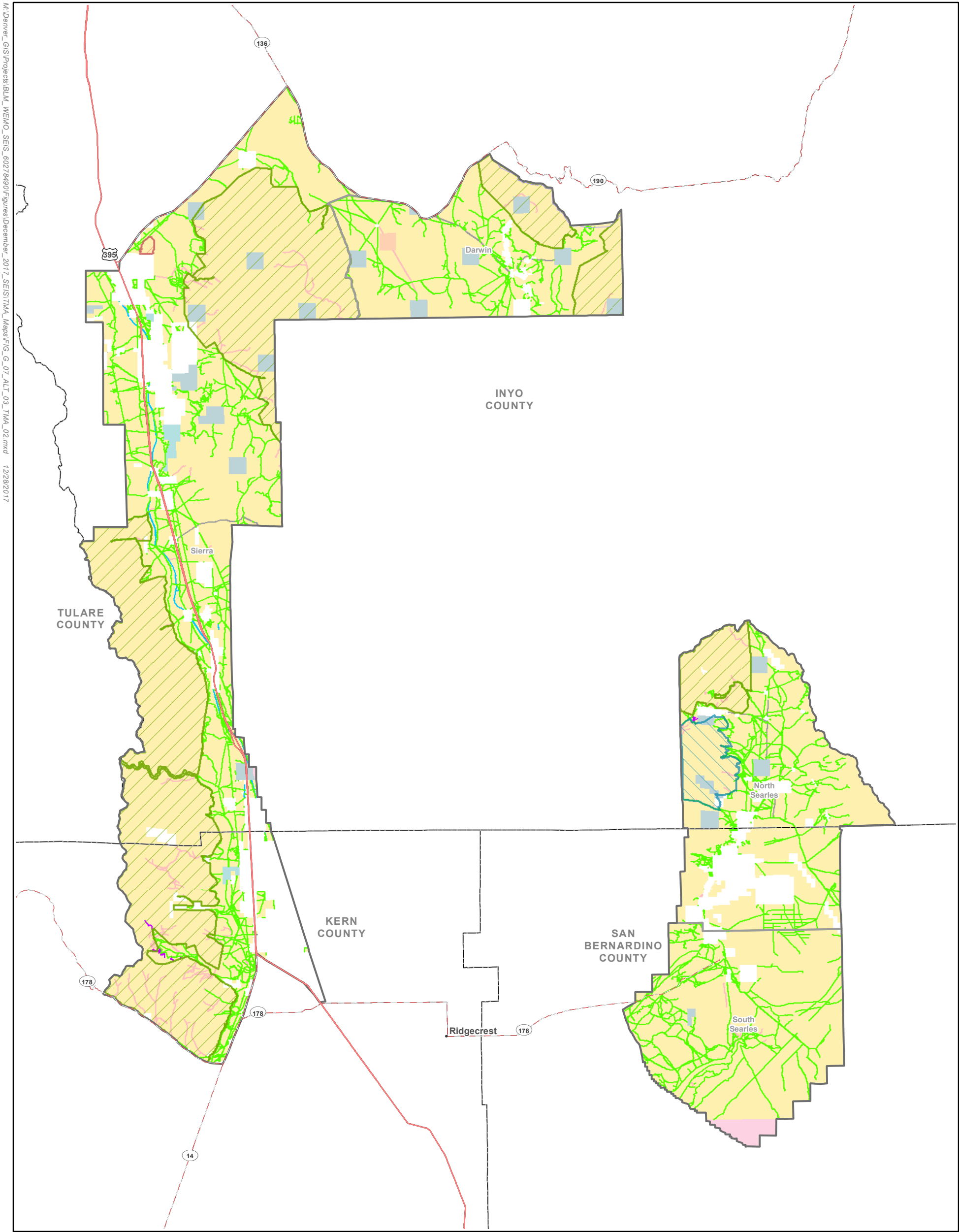


- | Route Designations | | Land Ownership |
|-------------------------|-----------------------|---------------------------|
| Motorized | TMA Boundary | Department of Defense |
| Non-BLM | WEMO Subregion | Bureau of Indian Affairs |
| Non-Mechanized | Wilderness Study Area | Bureau of Land Management |
| Non-Motorized | Wilderness Area | Forest Service |
| Translinear Disturbance | OHV Open Area | County/Local Government |
| | | National Park Service |
| | | State |



Inventory Completed: 12/19/2017
Decision Date: TBD
Data subject to change based on monitoring, adaptive management, and the routine business of BLM

Western Mojave Supplemental EIS
Figure G-7 - TMA 2 Alternative 3 - 2017 West Mojave Route Network



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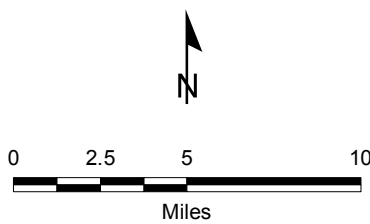
Route Designations

- Motorized
- Non-BLM
- Non-Mechanized
- Non-Motorized
- Translinear Disturbance

- TMA Boundary
- WEMO Subregion
- Wilderness Study Area
- Wilderness Area
- OHV Open Area

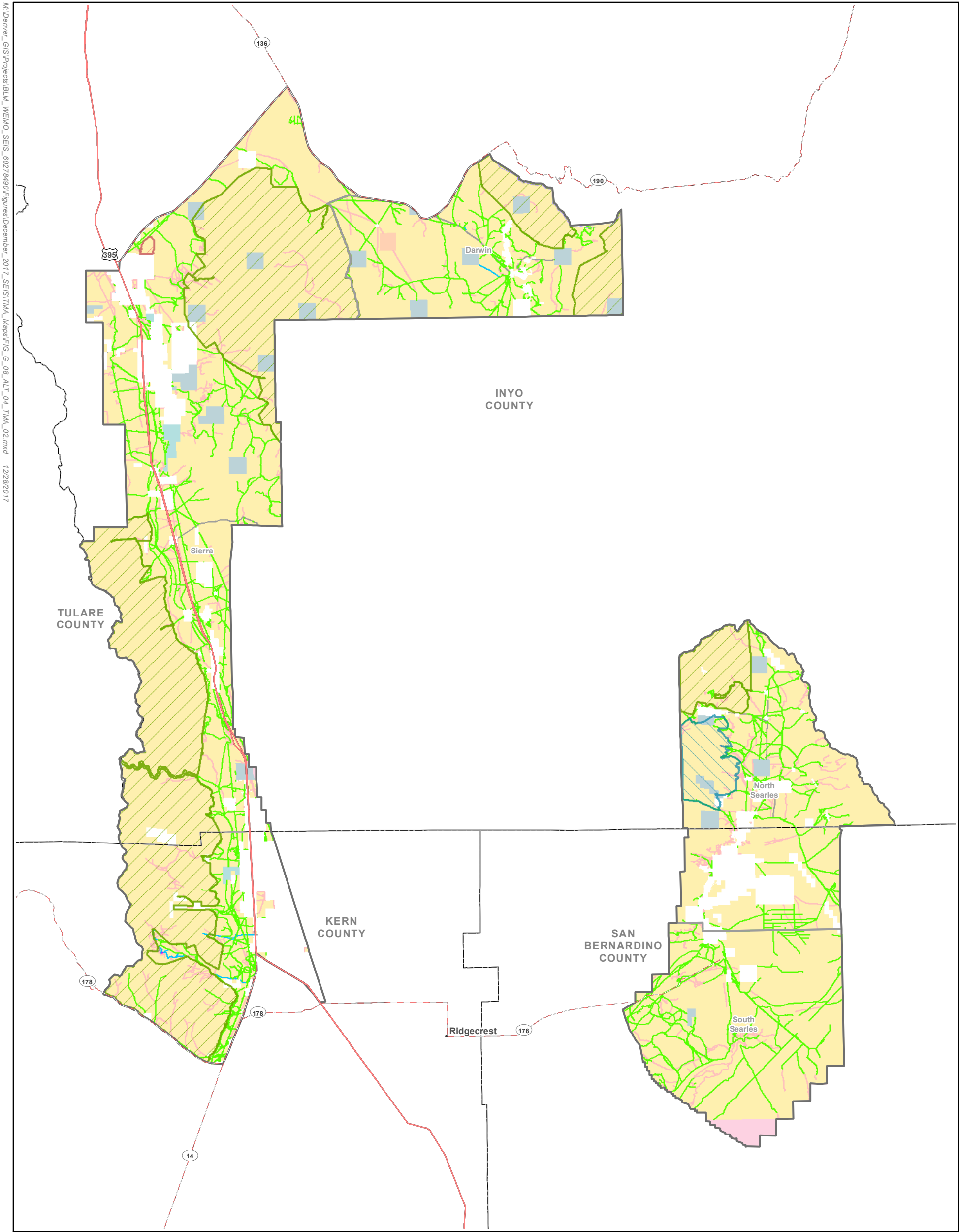
Land Ownership

- Department of Defense
- Bureau of Indian Affairs
- Bureau of Land Management
- Forest Service
- County/Local Government
- National Park Service
- State



Inventory Completed: 12/19/2017
Decision Date: TBD
Data subject to change based on monitoring, adaptive management, and the routine business of BLM

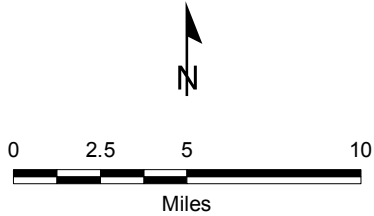
Western Mojave Supplemental EIS
Figure G-8 - TMA 2 Alternative 4 - 2017 West Mojave Route Network



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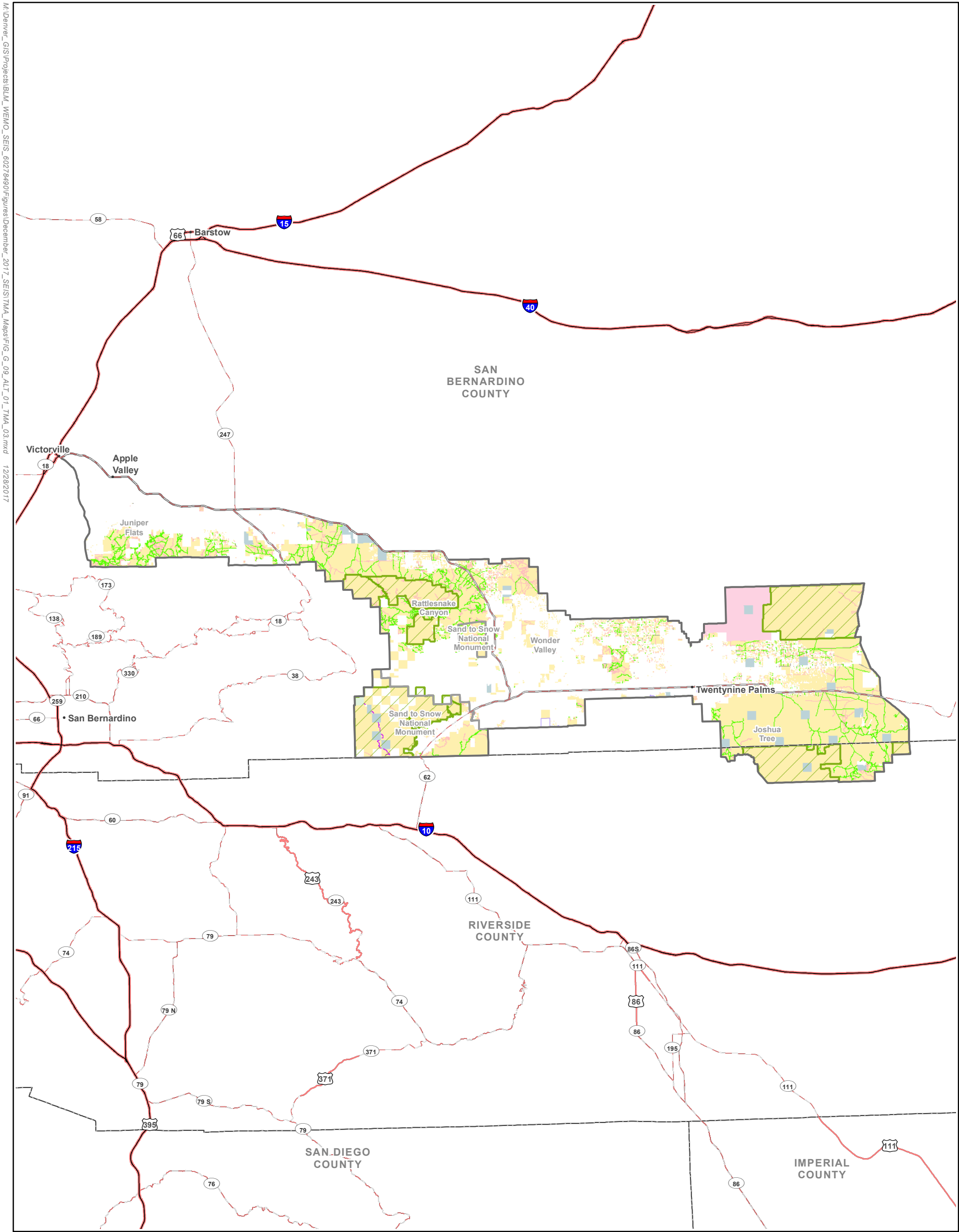


- | | | |
|---------------------------|-----------------------|---------------------------|
| Route Designations | TMA Boundary | Land Ownership |
| Motorized | WEMO Subregion | Department of Defense |
| Non-BLM | Wilderness Study Area | Bureau of Indian Affairs |
| Non-Mechanized | Wilderness Area | Bureau of Land Management |
| Non-Motorized | OHV Open Area | Forest Service |
| Translinear Disturbance | | County/Local Government |
| | | National Park Service |
| | | State |



Inventory Completed: 12/19/2017
Decision Date: TBD
Data subject to change based on monitoring, adaptive management, and the routine business of BLM

Western Mojave Supplemental EIS
Figure G-9 - TMA 3 Alternative 1 - 2017 West Mojave Route Network



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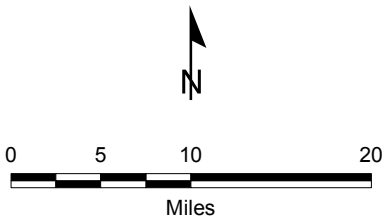
Route Designations

- Motorized
- Non-BLM
- Non-Mechanized
- Translinear Disturbance

- TMA Boundary
- WEMO Subregion
- Wilderness Area
- OHV Open Area

Land Ownership

- Department of Defense
- Bureau of Indian Affairs
- Bureau of Land Management
- Forest Service
- National Park Service
- State



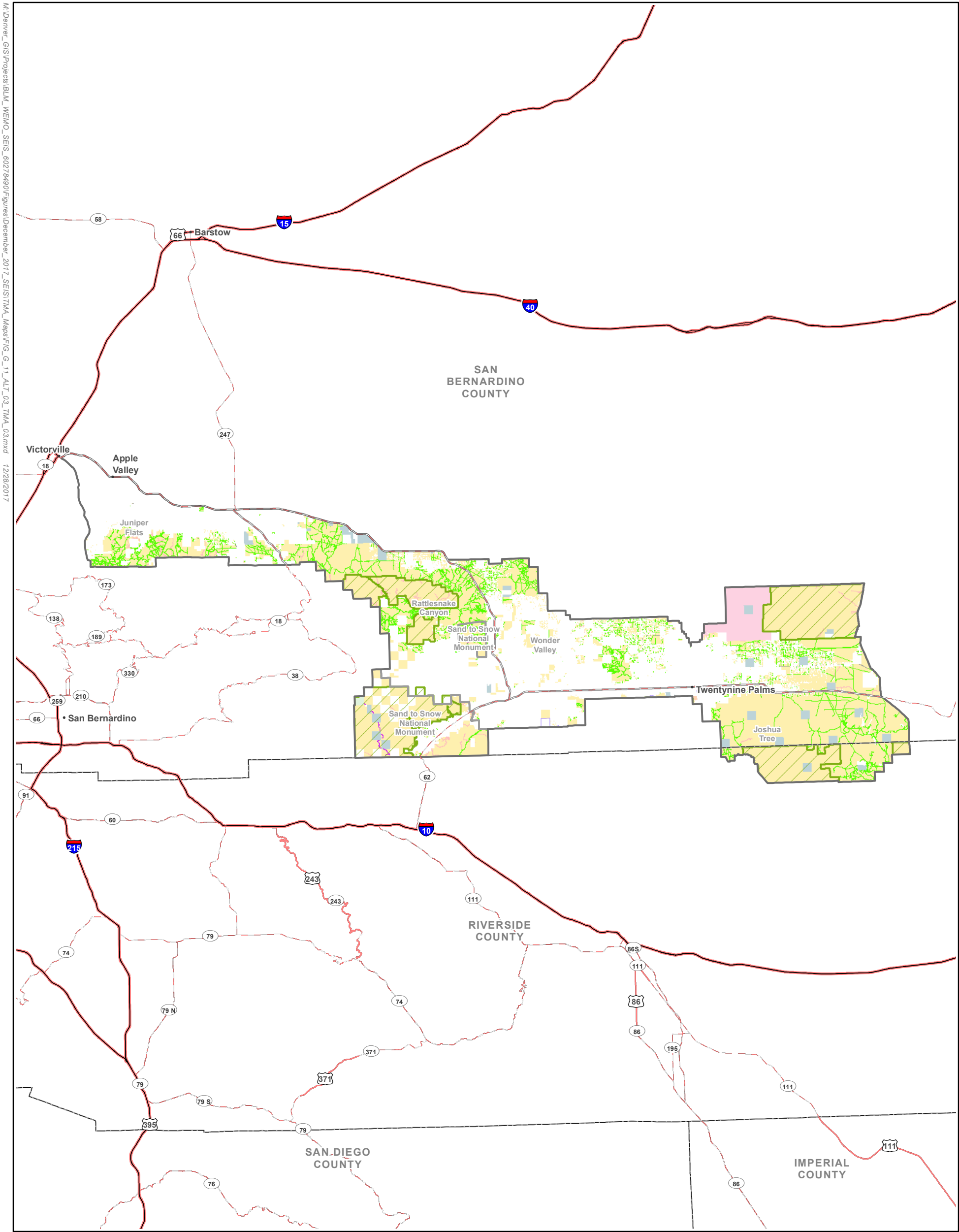
Inventory Completed: 12/19/2017
Decision Date: TBD
Data subject to change based on monitoring, adaptive management, and the routine business of BLM

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Inventory Completed: 12/19/2017
Decision Date: TBD
Data subject to change based on monitoring, adaptive management, and the routine business of BLM

Western Mojave Supplemental EIS
Figure G-11 - TMA 3 Alternative 3 - 2017 West Mojave Route Network



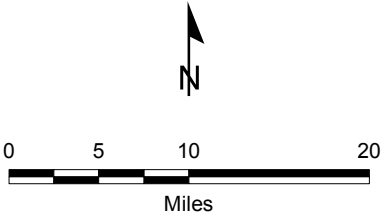
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- Route Designations**
- Motorized
 - Non-BLM
 - Non-Mechanized
 - Non-Motorized
 - Translinear Disturbance

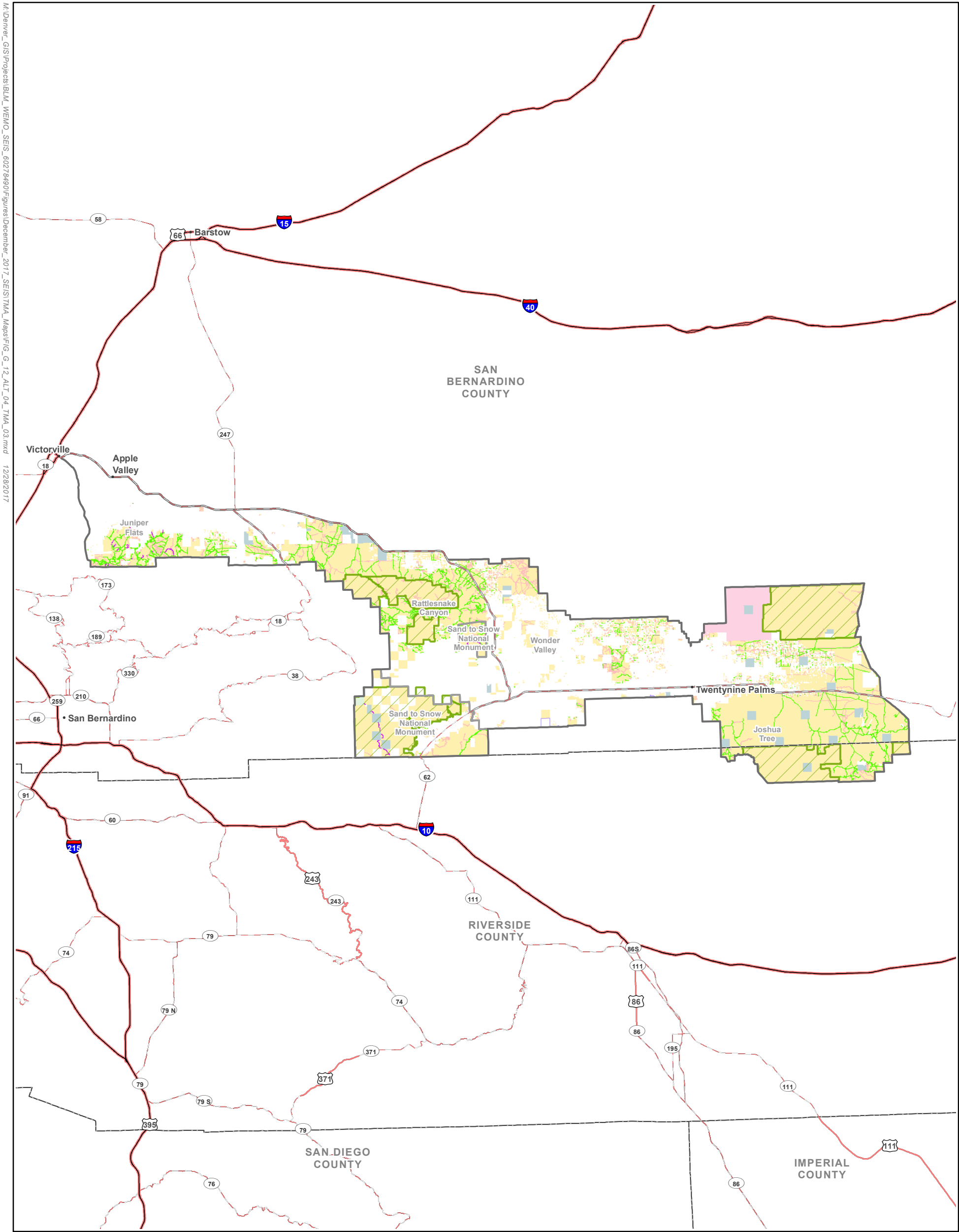
- TMA Boundary**
- TMA Boundary
 - WEMO Subregion
 - Wilderness Area
 - OHV Open Area

- Land Ownership**
- Department of Defense
 - Bureau of Indian Affairs
 - Bureau of Land Management
 - Forest Service
 - National Park Service
 - State



Inventory Completed: 12/19/2017
Decision Date: TBD
Data subject to change based on monitoring, adaptive management, and the routine business of BLM

Western Mojave Supplemental EIS
Figure G-12 - TMA 3 Alternative 4 - 2017 West Mojave Route Network



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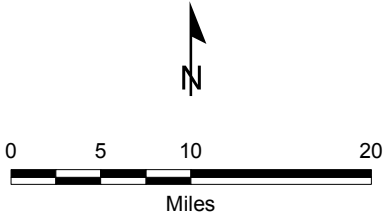
Route Designations

- Motorized
- Non-BLM
- Non-Mechanized
- Translinear Disturbance

- TMA Boundary
- WEMO Subregion
- Wilderness Area
- OHV Open Area

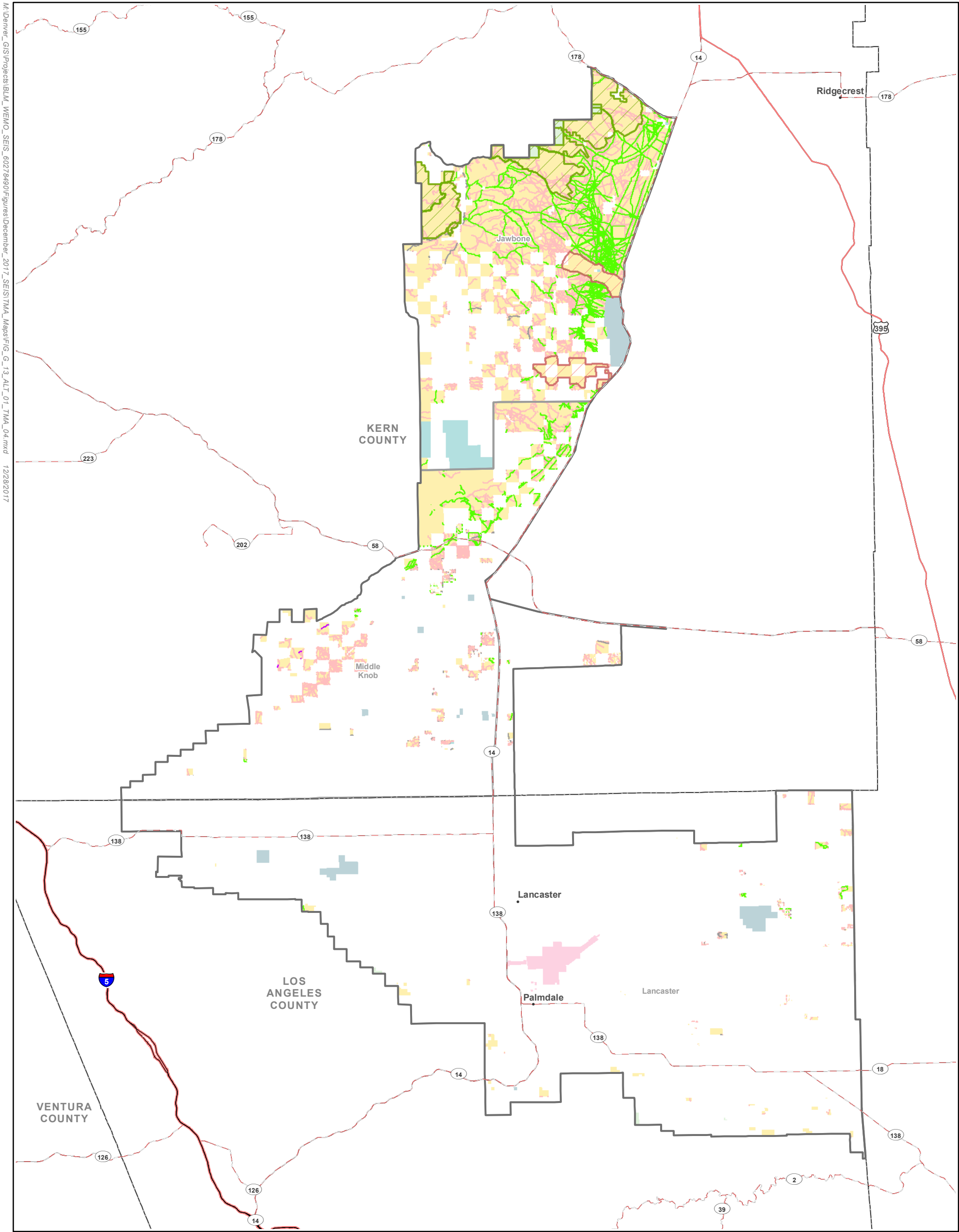
Land Ownership

- Department of Defense
- Bureau of Indian Affairs
- Bureau of Land Management
- Forest Service
- National Park Service
- State



Inventory Completed: 12/19/2017
Decision Date: TBD
Data subject to change based on monitoring, adaptive management, and the routine business of BLM

Western Mojave Supplemental EIS
Figure G-13 - TMA 4 Alternative 1 - 2017 West Mojave Route Network



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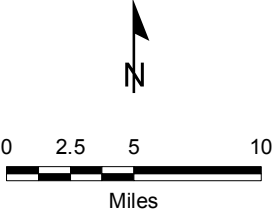
Route Designations

- Motorized
- Non-BLM
- Non-Mechanized
- Translinear Disturbance

- TMA Boundary
- WEMO Subregion
- Wilderness Area
- OHV Open Area

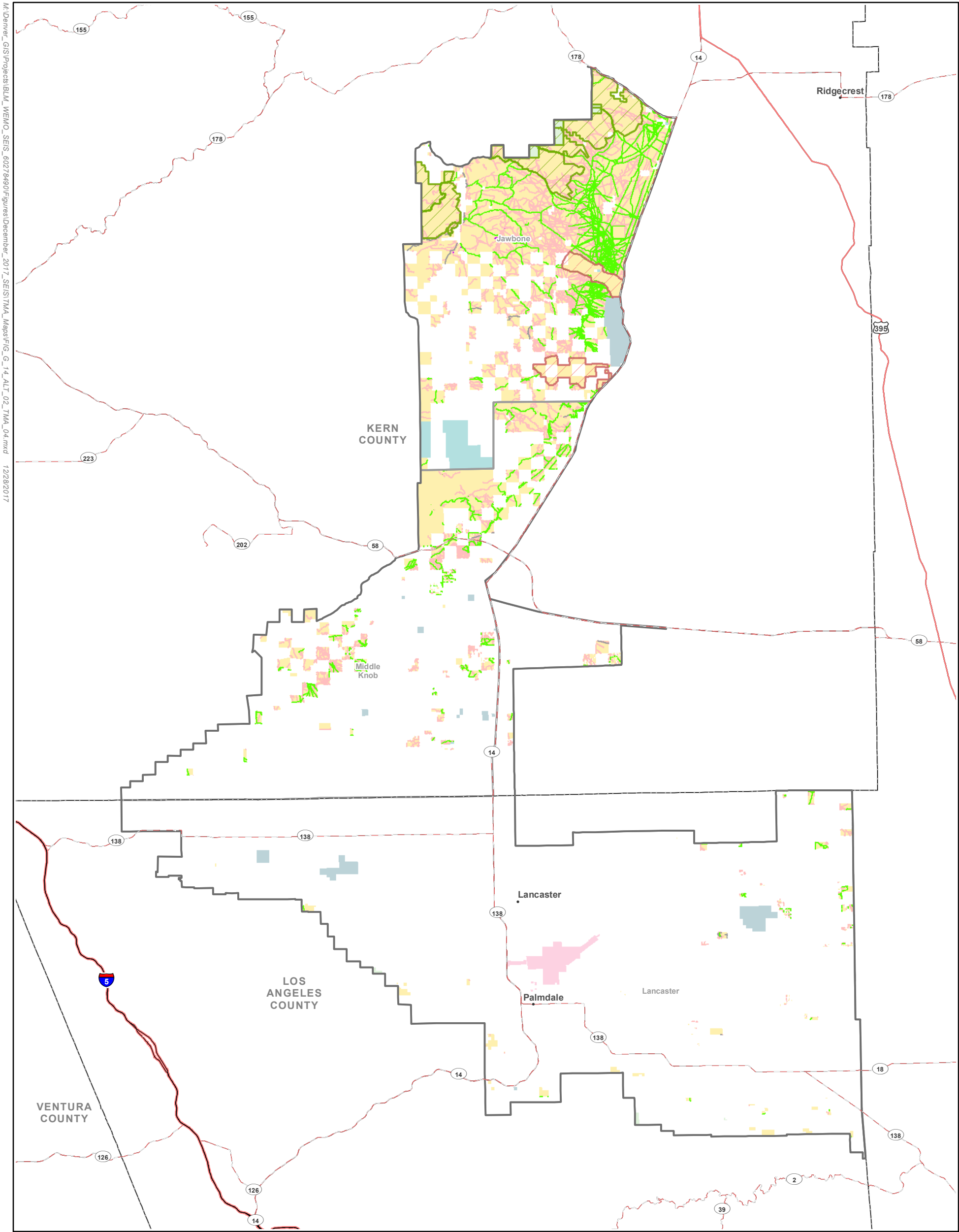
Land Ownership

- Department of Defense
- Bureau of Land Management
- Forest Service
- County/Local Government
- State



Inventory Completed: 12/19/2017
Decision Date: TBD
Data subject to change based on monitoring, adaptive management, and the routine business of BLM

Western Mojave Supplemental EIS
Figure G-14 - TMA 4 Alternative 2 - 2017 West Mojave Route Network



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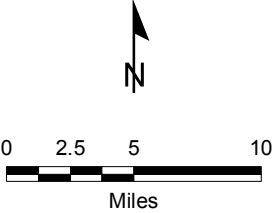
Route Designations

- Motorized
- Non-BLM
- Non-Mechanized
- Translinear Disturbance

- TMA Boundary
- WEMO Subregion
- Wilderness Area
- OHV Open Area

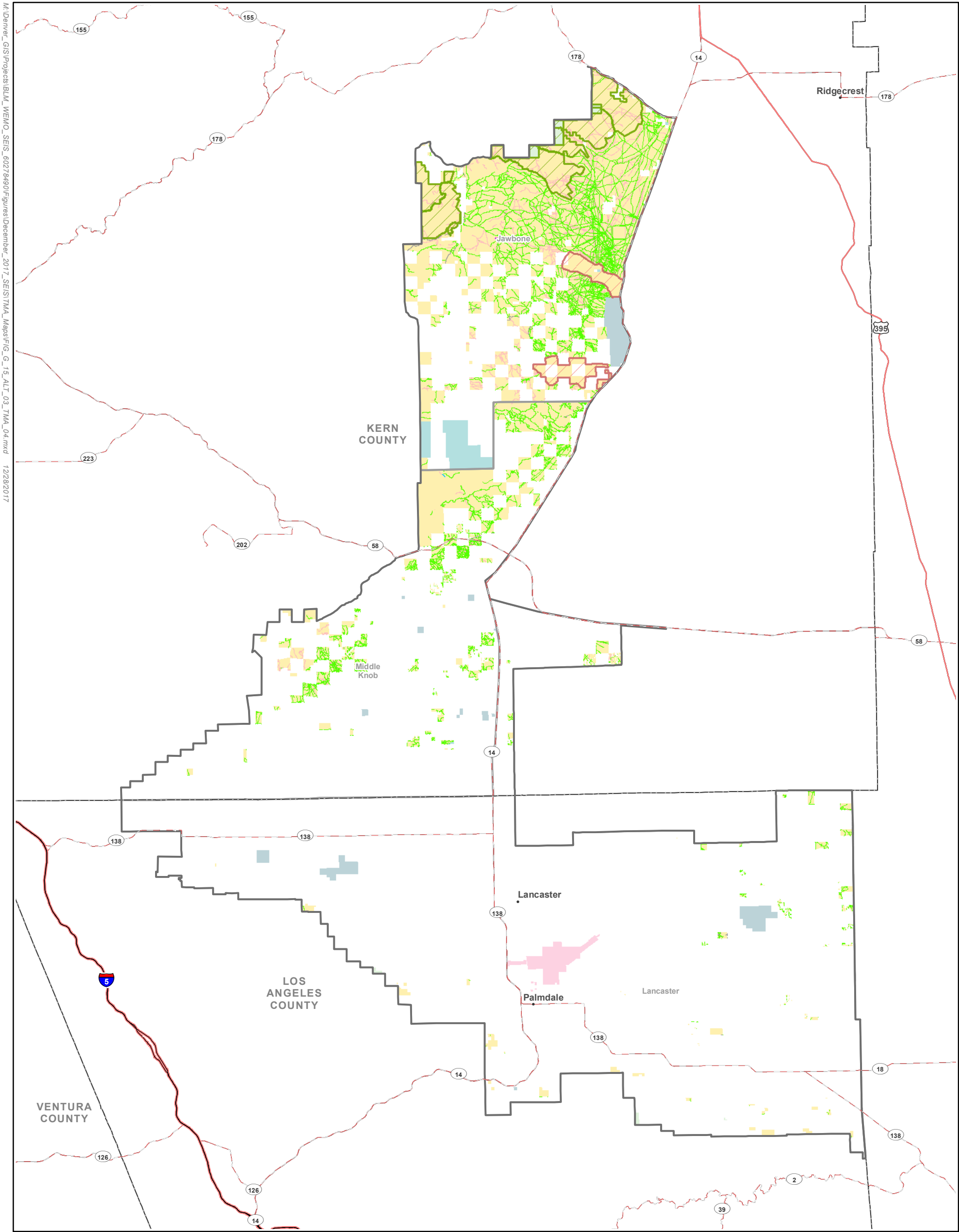
Land Ownership

- Department of Defense
- Bureau of Land Management
- Forest Service
- County/Local Government
- State

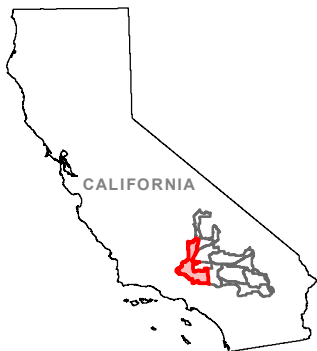


Inventory Completed: 12/19/2017
Decision Date: TBD
Data subject to change based on monitoring, adaptive management, and the routine business of BLM

Western Mojave Supplemental EIS
Figure G-15 - TMA 4 Alternative 3 - 2017 West Mojave Route Network



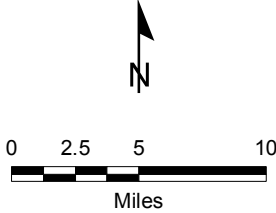
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- Route Designations**
- Motorized
 - Non-BLM
 - Non-Mechanized
 - Non-Motorized
 - Translinear Disturbance

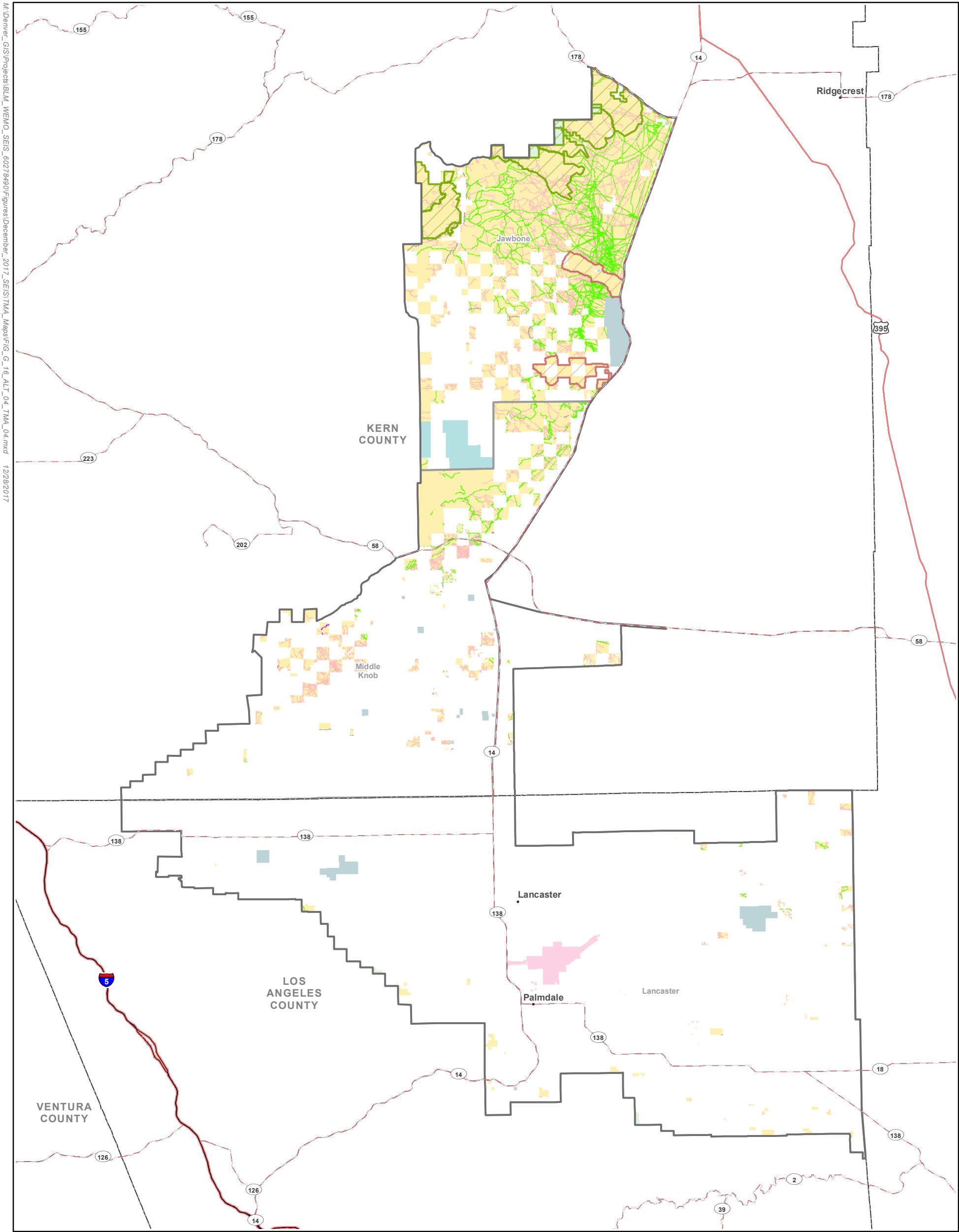
- Land Ownership**
- Department of Defense
 - Bureau of Land Management
 - Forest Service
 - County/Local Government
 - State

- Other Designations**
- TMA Boundary
 - WEMO Subregion
 - Wilderness Area
 - OHV Open Area

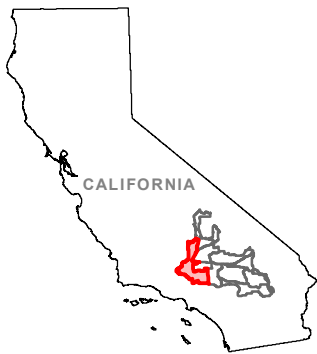


Inventory Completed: 12/19/2017
Decision Date: TBD
Data subject to change based on monitoring, adaptive management, and the routine business of BLM

Western Mojave Supplemental EIS
Figure G-16 - TMA 4 Alternative 4 - 2017 West Mojave Route Network



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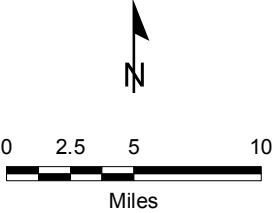


Route Designations

- Motorized
- Non-BLM
- Non-Mechanized
- Translinear Disturbance

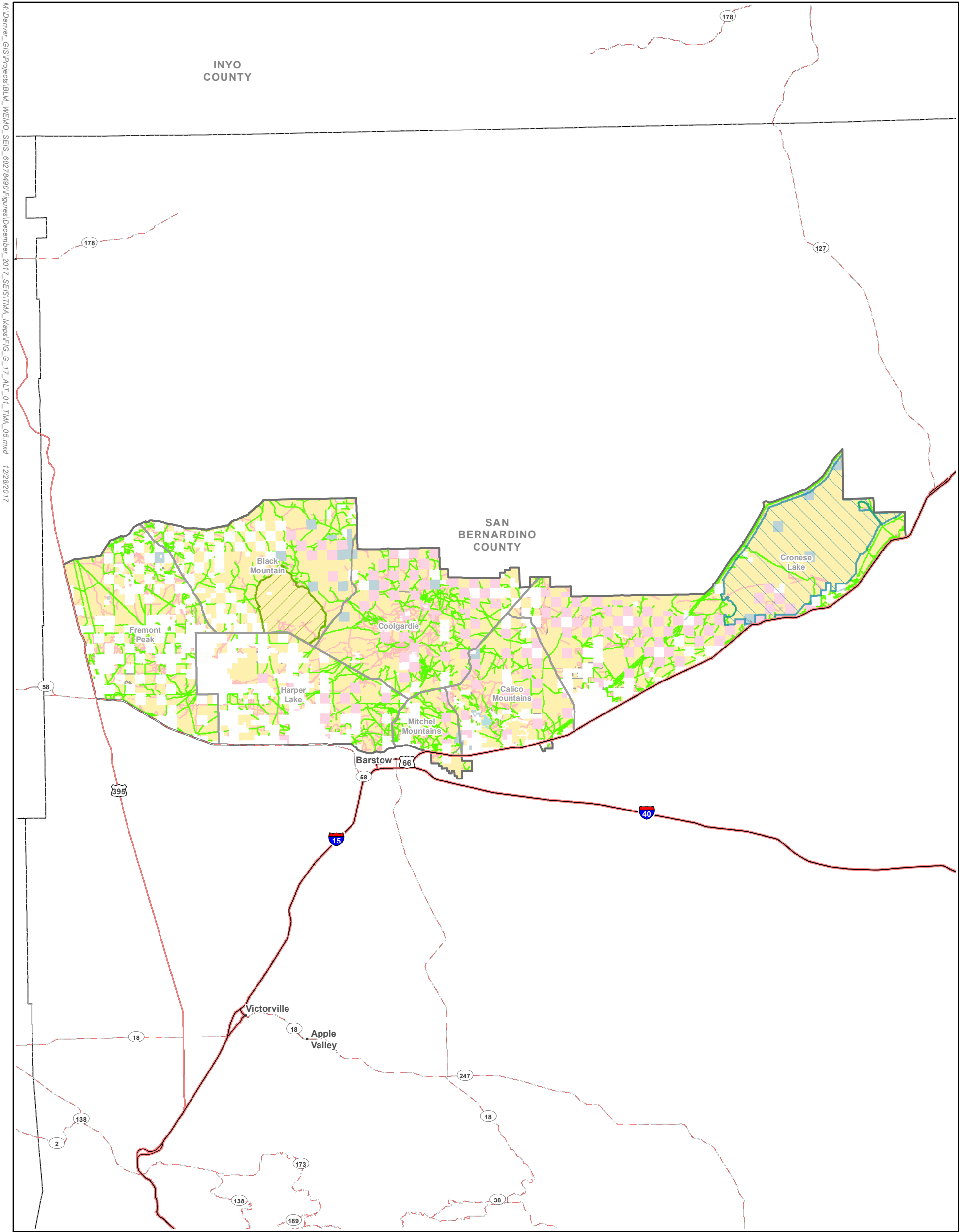
- TMA Boundary
- WEMO Subregion
- Wilderness Area
- OHV Open Area

- Land Ownership**
- Department of Defense
 - Bureau of Land Management
 - Forest Service
 - County/Local Government
 - State



Inventory Completed: 12/19/2017
Decision Date: TBD
Data subject to change based on monitoring, adaptive management, and the routine business of BLM

Western Mojave Supplemental EIS
Figure G-17 - TMA 5 Alternative 1 - 2017 West Mojave Route Network



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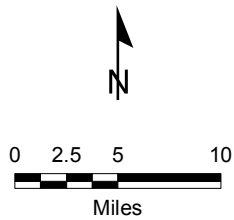
Route Designations

- Motorized
- Non-BLM
- Translinear Disturbance

- TMA Boundary
- WEMO Subregion
- Wilderness Study Area
- Wilderness Area

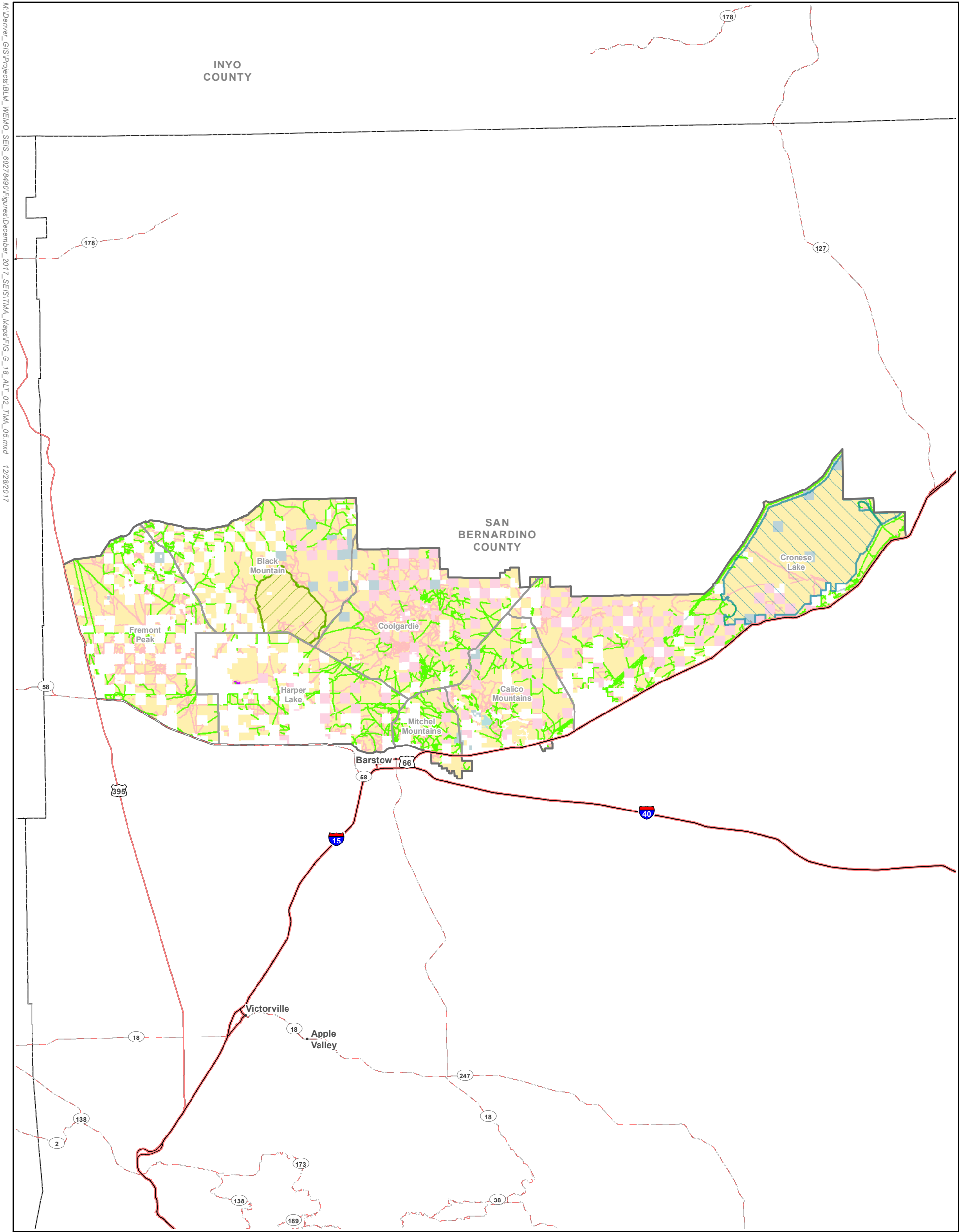
Land Ownership

- Department of Defense
- Bureau of Land Management
- County/Local Government
- State



Inventory Completed: 12/19/2017
Decision Date: TBD
Data subject to change based on monitoring, adaptive management, and the routine business of BLM

Western Mojave Supplemental EIS
Figure G-18 - TMA 5 Alternative 2 - 2017 West Mojave Route Network



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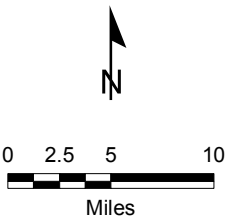
Route Designations

- Motorized
- Non-BLM
- Non-Mechanized
- Translinear Disturbance

- TMA Boundary
- WEMO Subregion
- Wilderness Study Area
- Wilderness Area

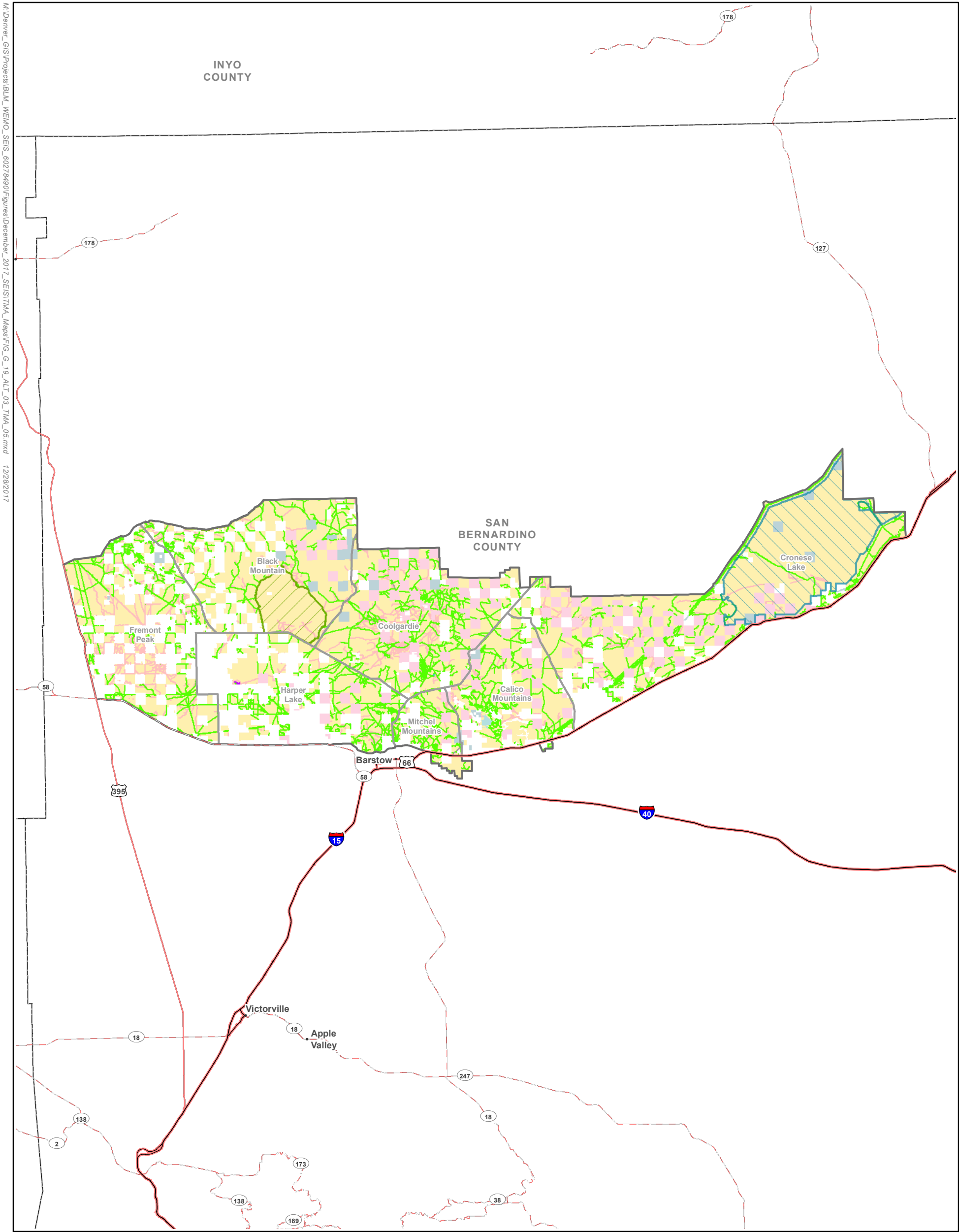
Land Ownership

- Department of Defense
- Bureau of Land Management
- County/Local Government
- State



Inventory Completed: 12/19/2017
Decision Date: TBD
Data subject to change based on monitoring, adaptive management, and the routine business of BLM

Western Mojave Supplemental EIS
Figure G-19 - TMA 5 Alternative 3 - 2017 West Mojave Route Network



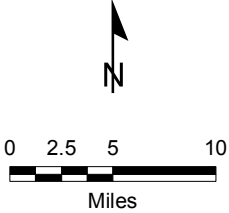
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- Route Designations**
- Motorized
 - Non-BLM
 - Non-Mechanized
 - Non-Motorized
 - Translinear Disturbance

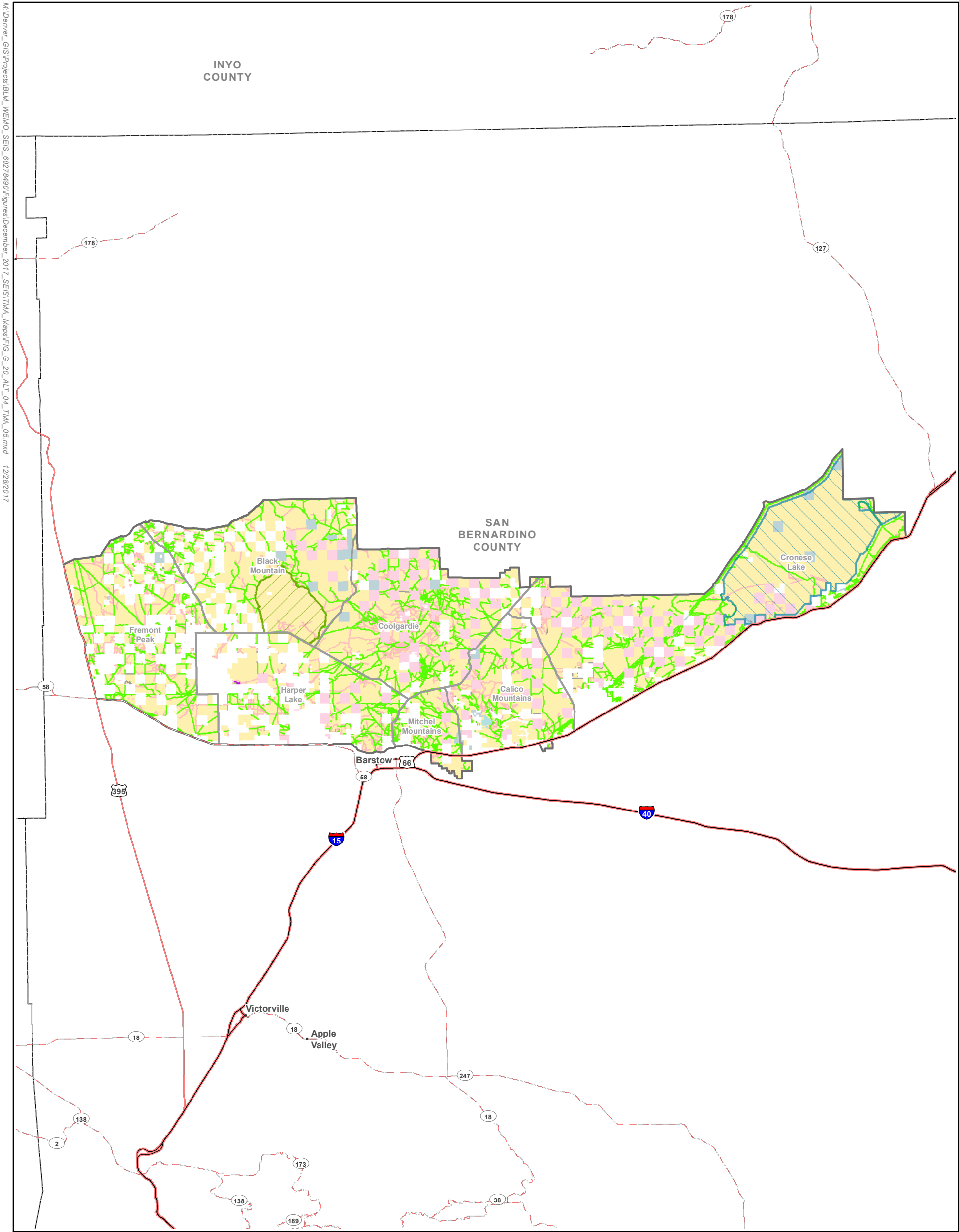
- TMA Boundary
- WEMO Subregion
- Wilderness Study Area
- Wilderness Area

- Land Ownership**
- Department of Defense
 - Bureau of Land Management
 - County/Local Government
 - State



Inventory Completed: 12/19/2017
Decision Date: TBD
Data subject to change based on monitoring, adaptive management, and the routine business of BLM

Western Mojave Supplemental EIS
Figure G-20 - TMA 5 Alternative 4 - 2017 West Mojave Route Network



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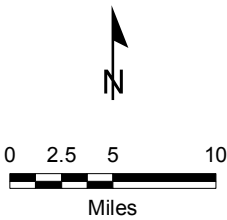
Route Designations

- Motorized
- Non-BLM
- Non-Mechanized
- Translinear Disturbance

- TMA Boundary
- WEMO Subregion
- Wilderness Study Area
- Wilderness Area

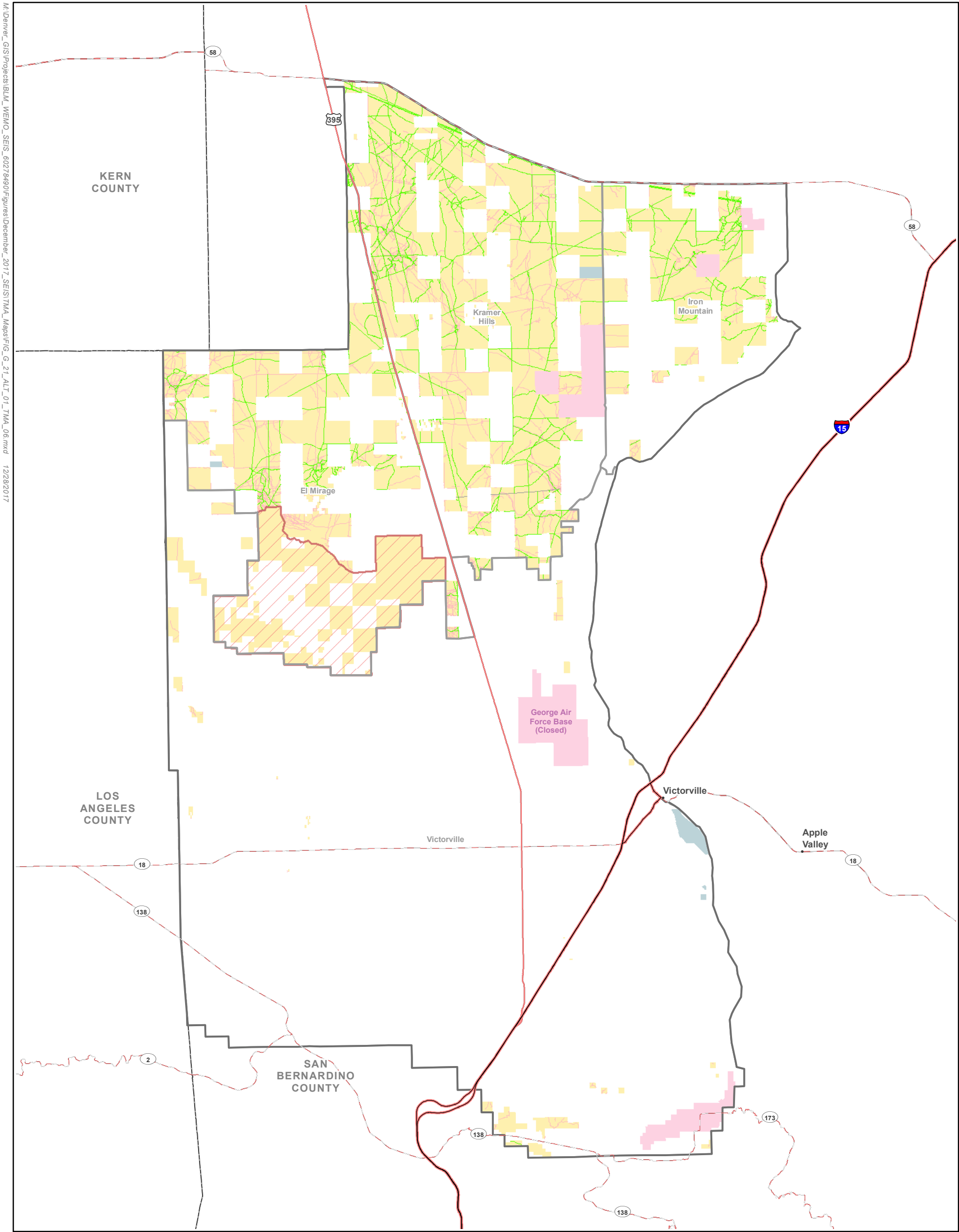
Land Ownership

- Department of Defense
- Bureau of Land Management
- County/Local Government
- State



Inventory Completed: 12/19/2017
Decision Date: TBD
Data subject to change based on monitoring, adaptive management, and the routine business of BLM

Western Mojave Supplemental EIS
Figure G-21 - TMA 6 Alternative 1 - 2017 West Mojave Route Network



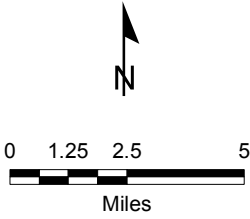
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- Route Designations**
- Motorized
 - Non-BLM
 - Translinear Disturbance

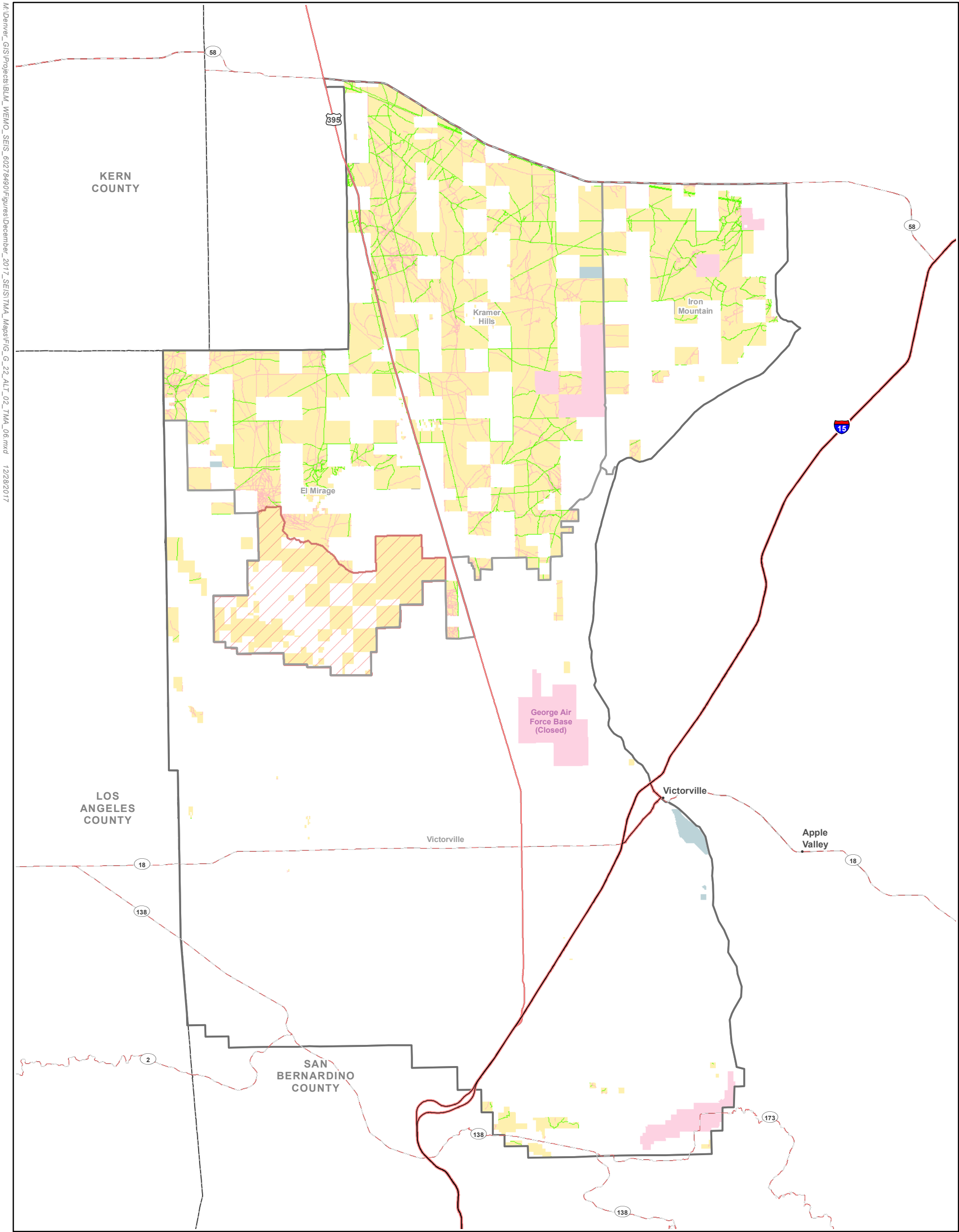
- Land Ownership**
- Department of Defense
 - Bureau of Land Management
 - Forest Service
 - State

- Other Features**
- TMA Boundary
 - WEMO Subregion
 - OHV Open Area



Inventory Completed: 12/19/2017
Decision Date: TBD
Data subject to change based on monitoring, adaptive management, and the routine business of BLM

Western Mojave Supplemental EIS
Figure G-22 - TMA 6 Alternative 2 - 2017 West Mojave Route Network



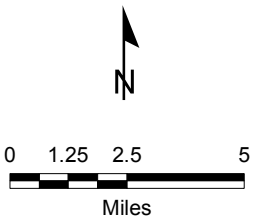
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- Route Designations**
- Motorized
 - Non-BLM
 - Translinear Disturbance

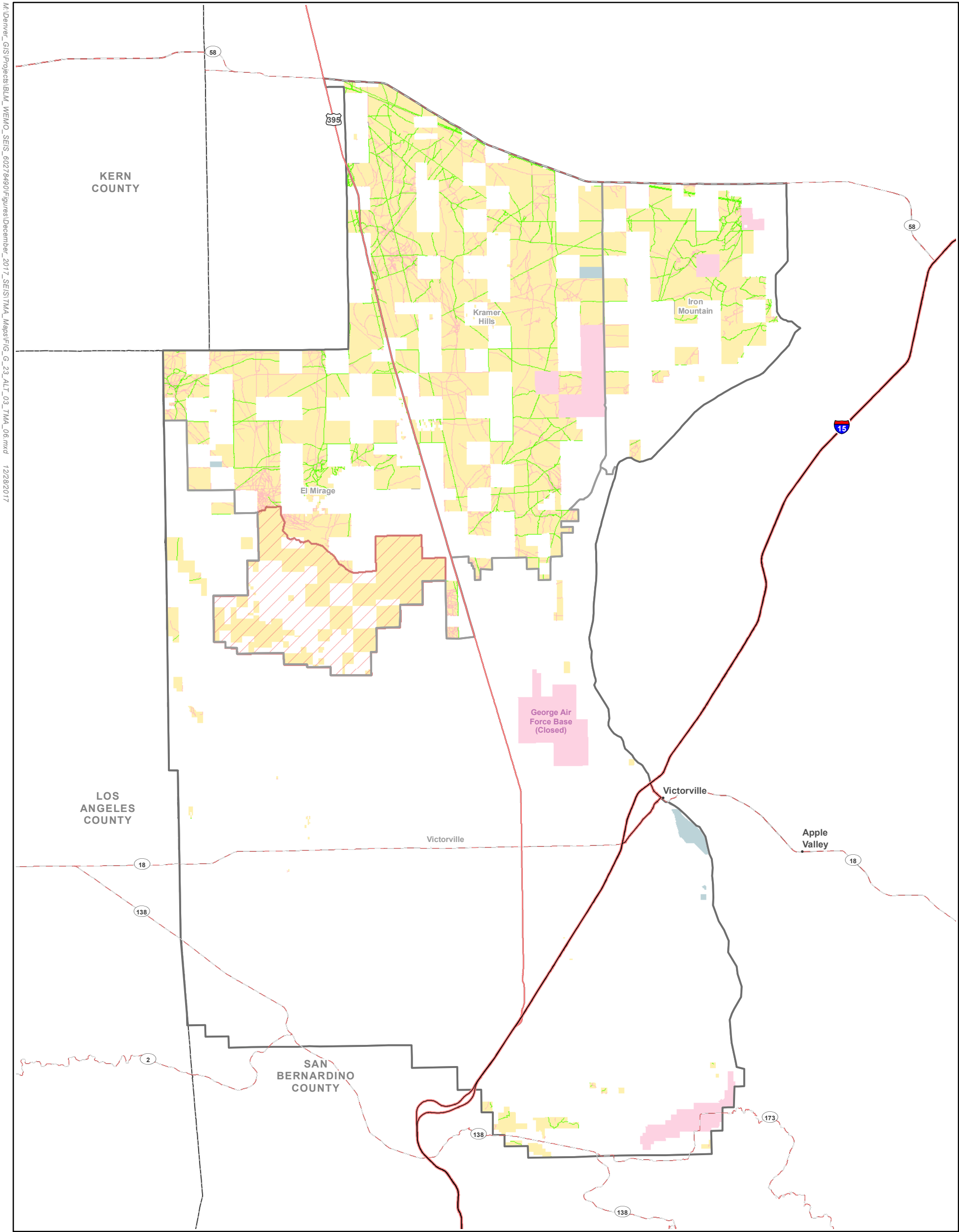
- TMA Boundary**
- WEMO Subregion
 - OHV Open Area

- Land Ownership**
- Department of Defense
 - Bureau of Land Management
 - Forest Service
 - State



Inventory Completed: 12/19/2017
Decision Date: TBD
Data subject to change based on monitoring, adaptive management, and the routine business of BLM

Western Mojave Supplemental EIS
Figure G-23 - TMA 6 Alternative 3 - 2017 West Mojave Route Network



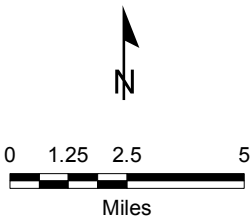
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- Route Designations**
- Motorized
 - Non-BLM
 - Translinear Disturbance

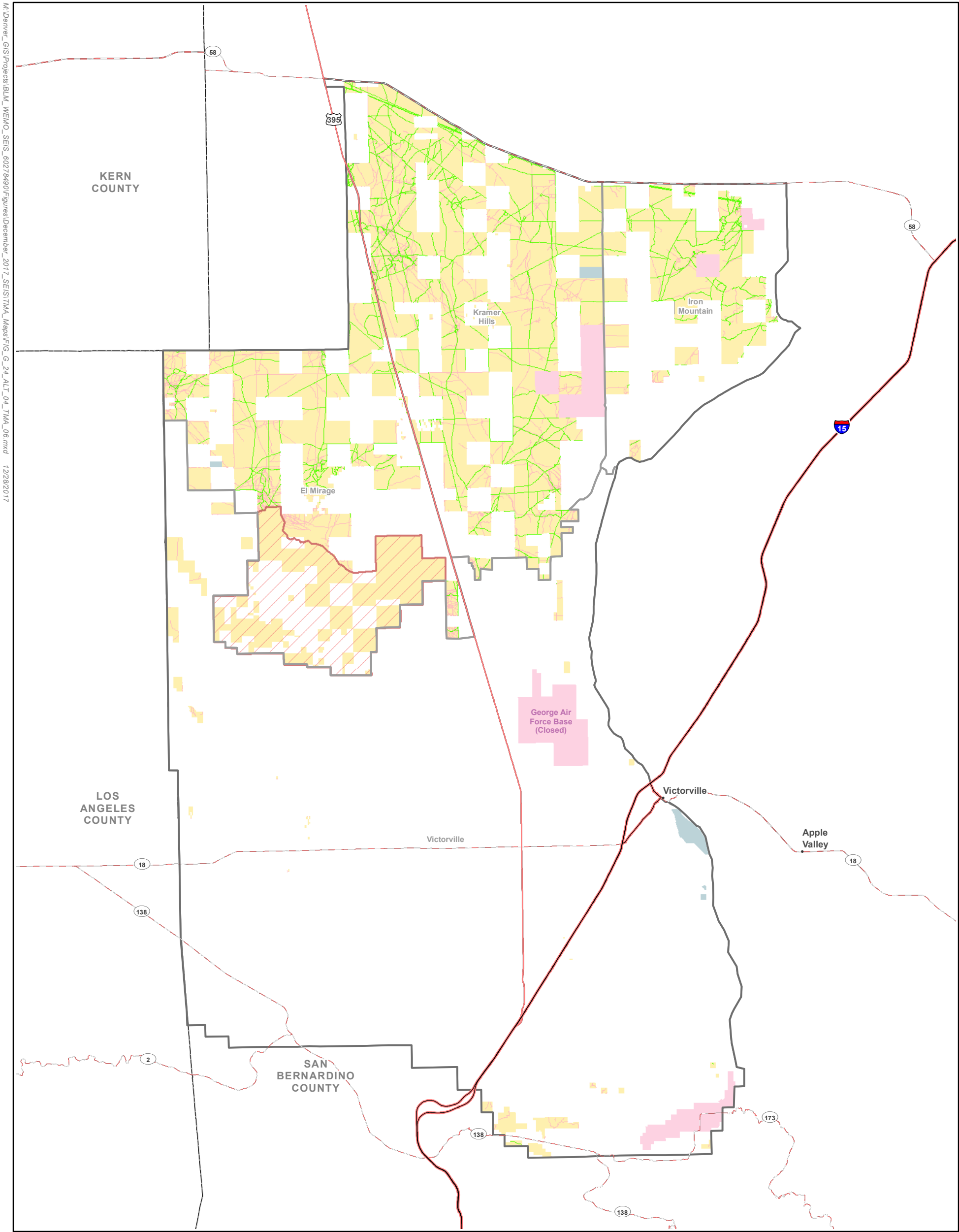
- Boundaries**
- TMA Boundary
 - WEMO Subregion
 - OHV Open Area

- Land Ownership**
- Department of Defense
 - Bureau of Land Management
 - Forest Service
 - State



Inventory Completed: 12/19/2017
Decision Date: TBD
Data subject to change based on monitoring, adaptive management, and the routine business of BLM

Western Mojave Supplemental EIS
Figure G-24 - TMA 6 Alternative 4 - 2017 West Mojave Route Network



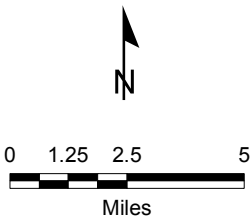
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- Route Designations**
- Motorized
 - Non-BLM
 - Translinear Disturbance

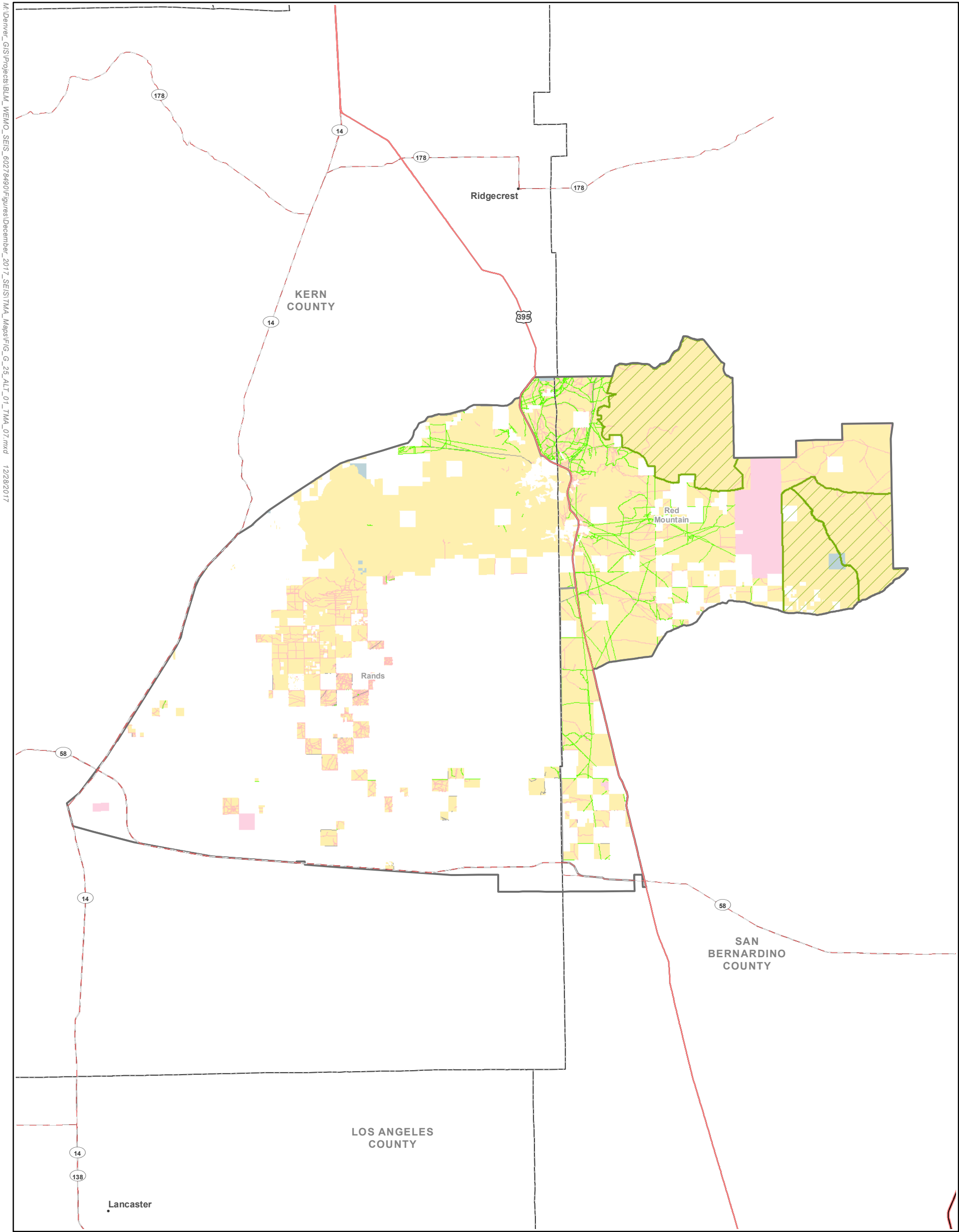
- Land Ownership**
- Department of Defense
 - Bureau of Land Management
 - Forest Service
 - State

- Other Features**
- TMA Boundary
 - WEMO Subregion
 - OHV Open Area



Inventory Completed: 12/19/2017
Decision Date: TBD
Data subject to change based on monitoring, adaptive management, and the routine business of BLM

Western Mojave Supplemental EIS
Figure G-25 - TMA 7 Alternative 1 - 2017 West Mojave Route Network



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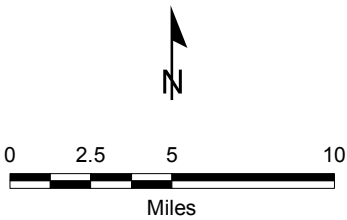
Route Designations

- Motorized
- Non-BLM
- Translinear Disturbance

- TMA Boundary
- WEMO Subregion
- Wilderness Area
- OHV Open Area

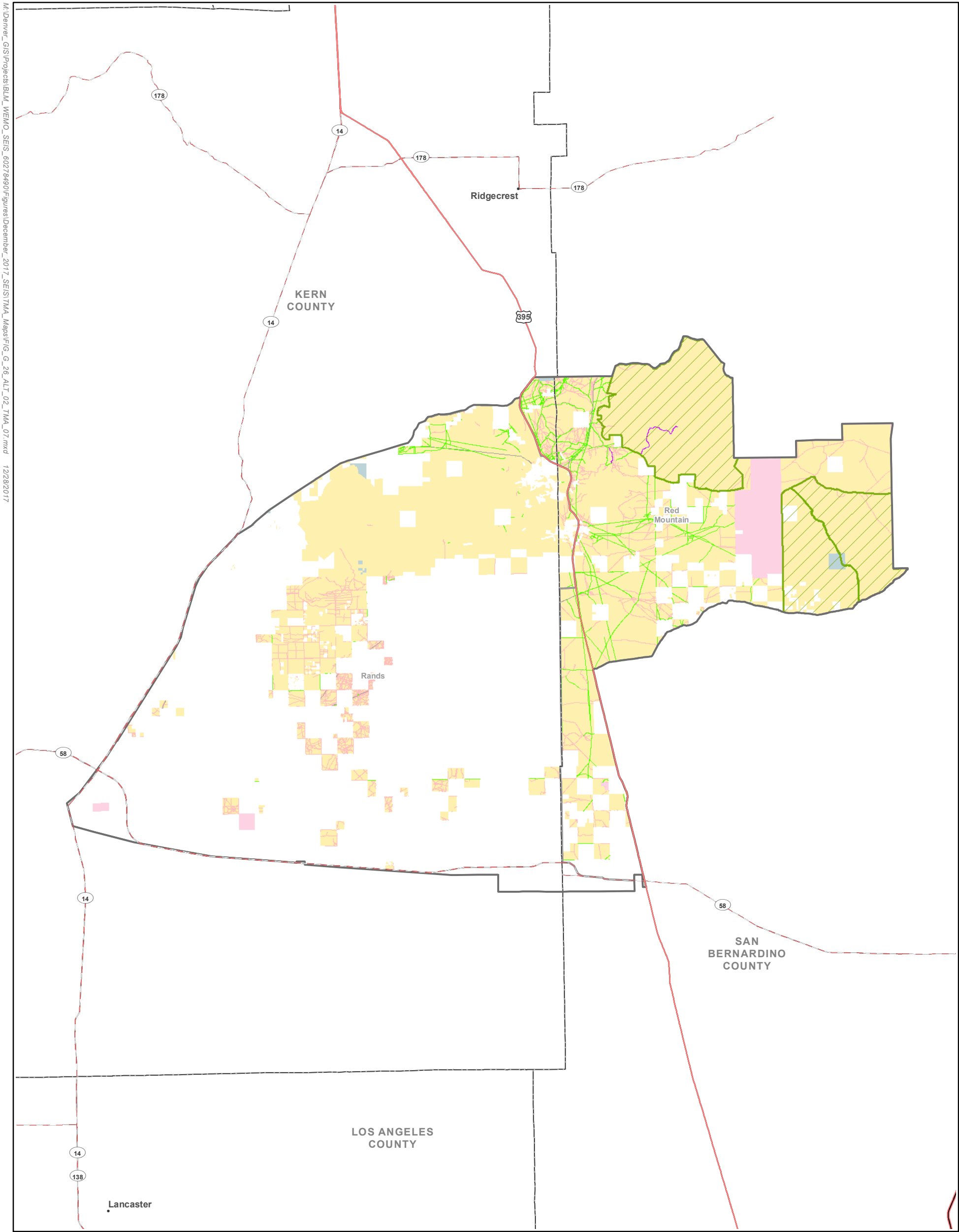
Land Ownership

- Department of Defense
- Bureau of Land Management
- State



Inventory Completed: 12/19/2017
Decision Date: TBD
Data subject to change based on monitoring, adaptive management, and the routine business of BLM

Western Mojave Supplemental EIS
Figure G-26 - TMA 7 Alternative 2 - 2017 West Mojave Route Network



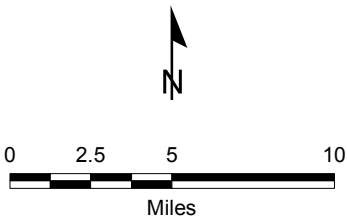
Route Designations

- Motorized
- Non-BLM
- Non-Mechanized
- Translinear Disturbance

- TMA Boundary
- WEMO Subregion
- Wilderness Area
- OHV Open Area

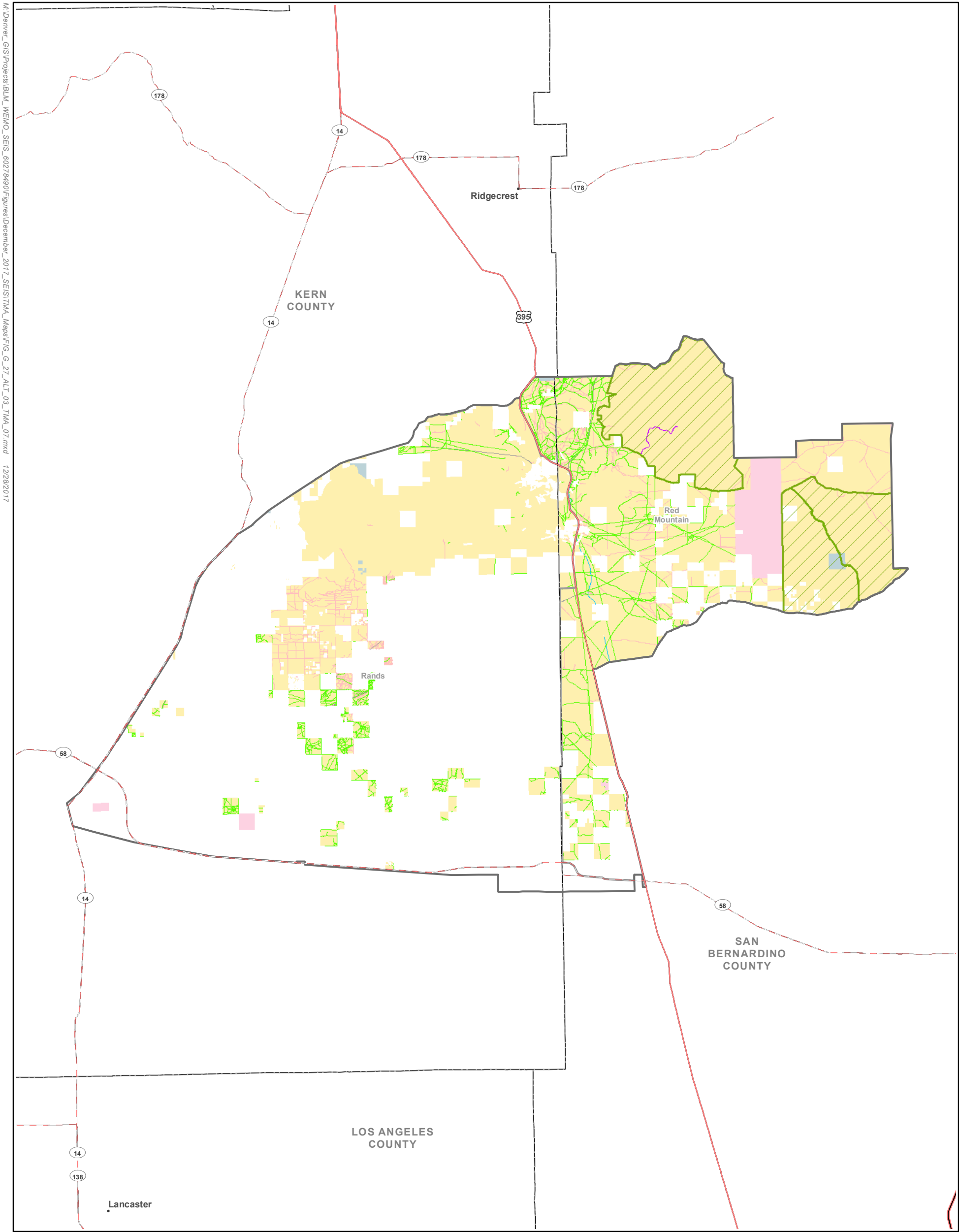
Land Ownership

- Department of Defense
- Bureau of Land Management
- State



Inventory Completed: 12/19/2017
Decision Date: TBD
Data subject to change based on monitoring, adaptive management, and the routine business of BLM

Western Mojave Supplemental EIS
Figure G-27 - TMA 7 Alternative 3 - 2017 West Mojave Route Network



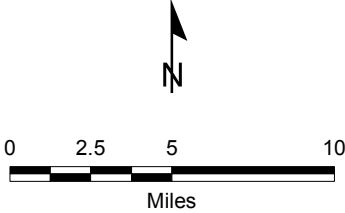
Route Designations

- Motorized
- Non-BLM
- Non-Mechanized
- Non-Motorized
- Translinear Disturbance

- TMA Boundary
- WEMO Subregion
- Wilderness Area
- OHV Open Area

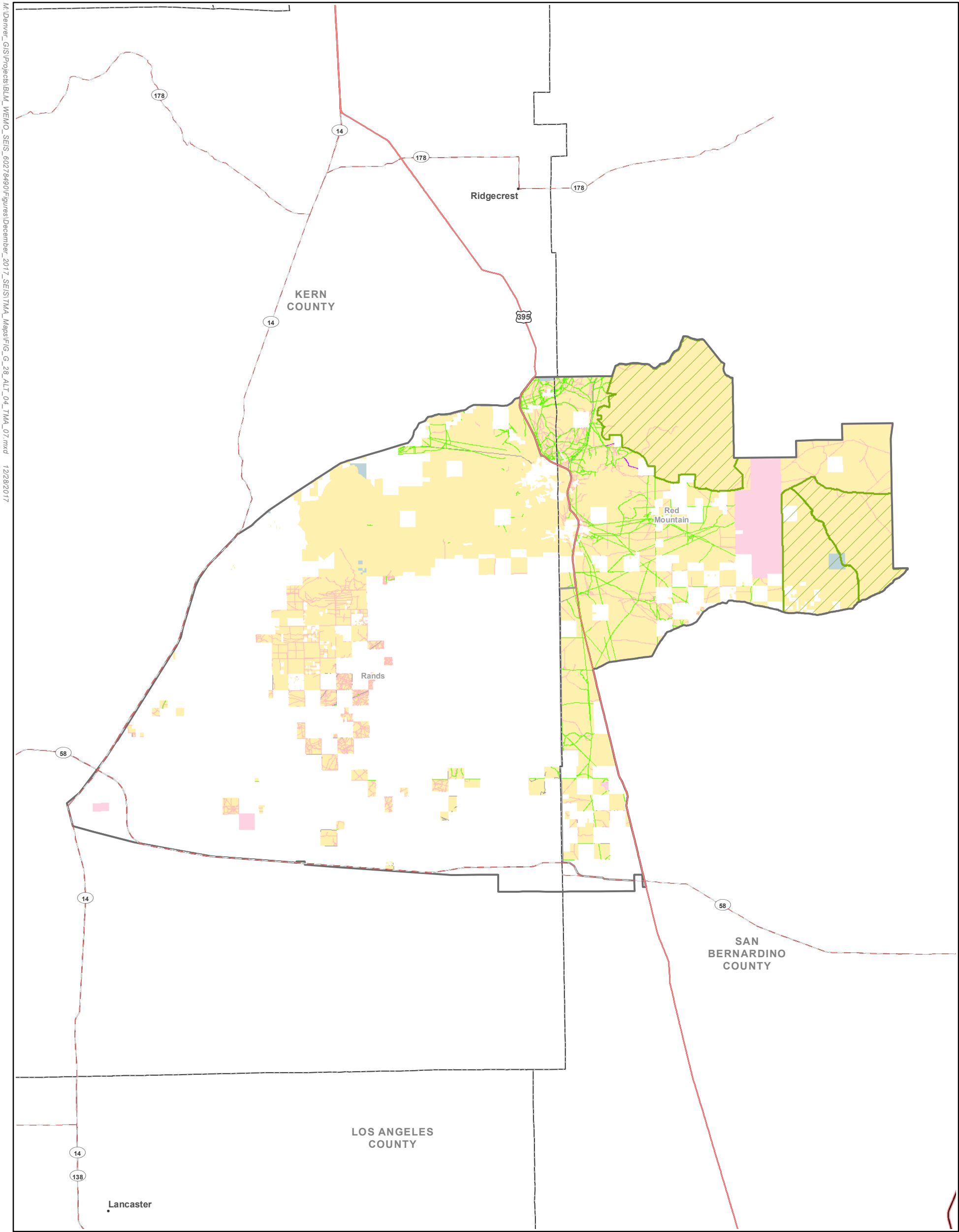
Land Ownership

- Department of Defense
- Bureau of Land Management
- State



Inventory Completed: 12/19/2017
Decision Date: TBD
Data subject to change based on monitoring, adaptive management, and the routine business of BLM

Western Mojave Supplemental EIS
Figure G-28 - TMA 7 Alternative 4 - 2017 West Mojave Route Network



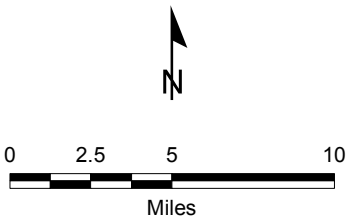
Route Designations

- Motorized
- Non-BLM
- Non-Mechanized
- Translinear Disturbance

- TMA Boundary
- WEMO Subregion
- Wilderness Area
- OHV Open Area

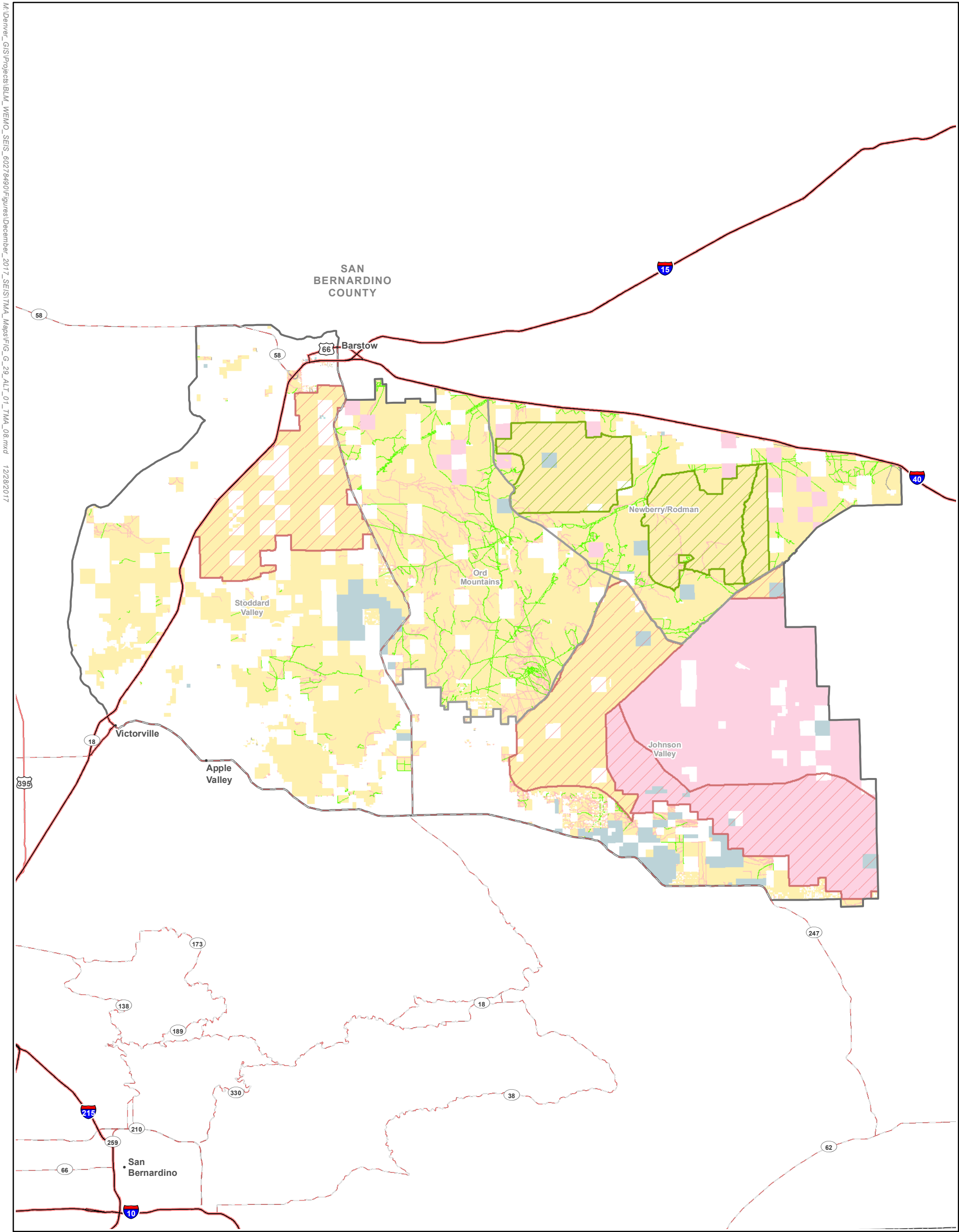
Land Ownership

- Department of Defense
- Bureau of Land Management
- State



Inventory Completed: 12/19/2017
Decision Date: TBD
Data subject to change based on monitoring, adaptive management, and the routine business of BLM

Western Mojave Supplemental EIS
Figure G-29 - TMA 8 Alternative 1 - 2017 West Mojave Route Network



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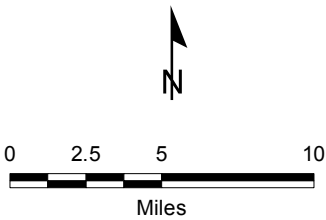
Route Designations

- Motorized
- Non-BLM
- Translinear Disturbance

- TMA Boundary
- WEMO Subregion
- Wilderness Area
- OHV Open Area

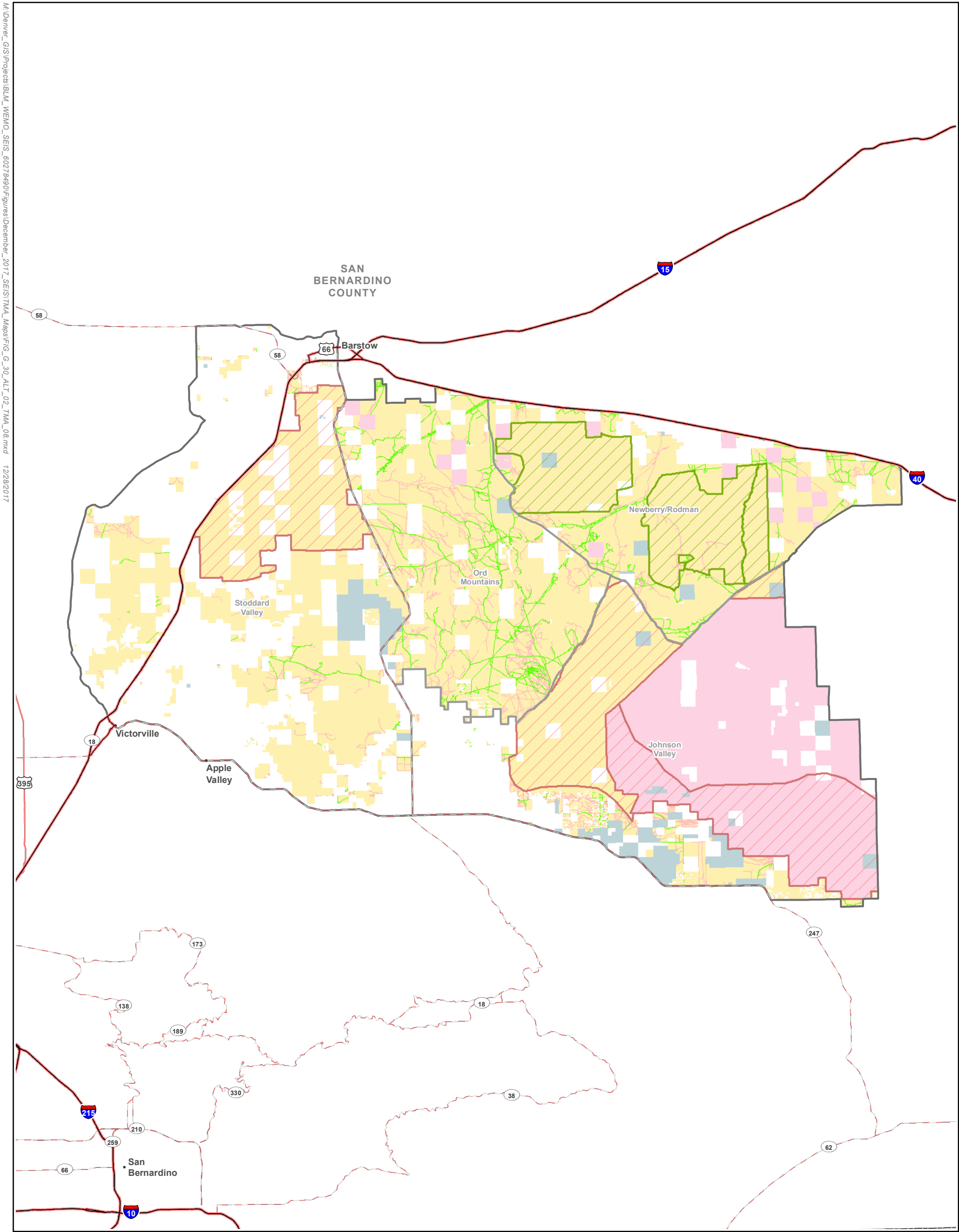
Land Ownership

- Department of Defense
- Bureau of Land Management
- County/Local Government
- State



Inventory Completed: 12/19/2017
Decision Date: TBD
Data subject to change based on monitoring, adaptive management, and the routine business of BLM

Western Mojave Supplemental EIS
Figure G-30 - TMA 8 Alternative 2 - 2017 West Mojave Route Network



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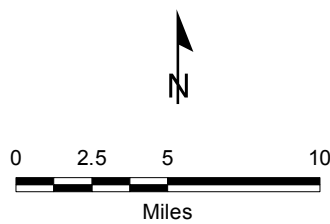
Route Designations

- Motorized
- Non-BLM
- Translinear Disturbance

- TMA Boundary
- WEMO Subregion
- Wilderness Area
- OHV Open Area

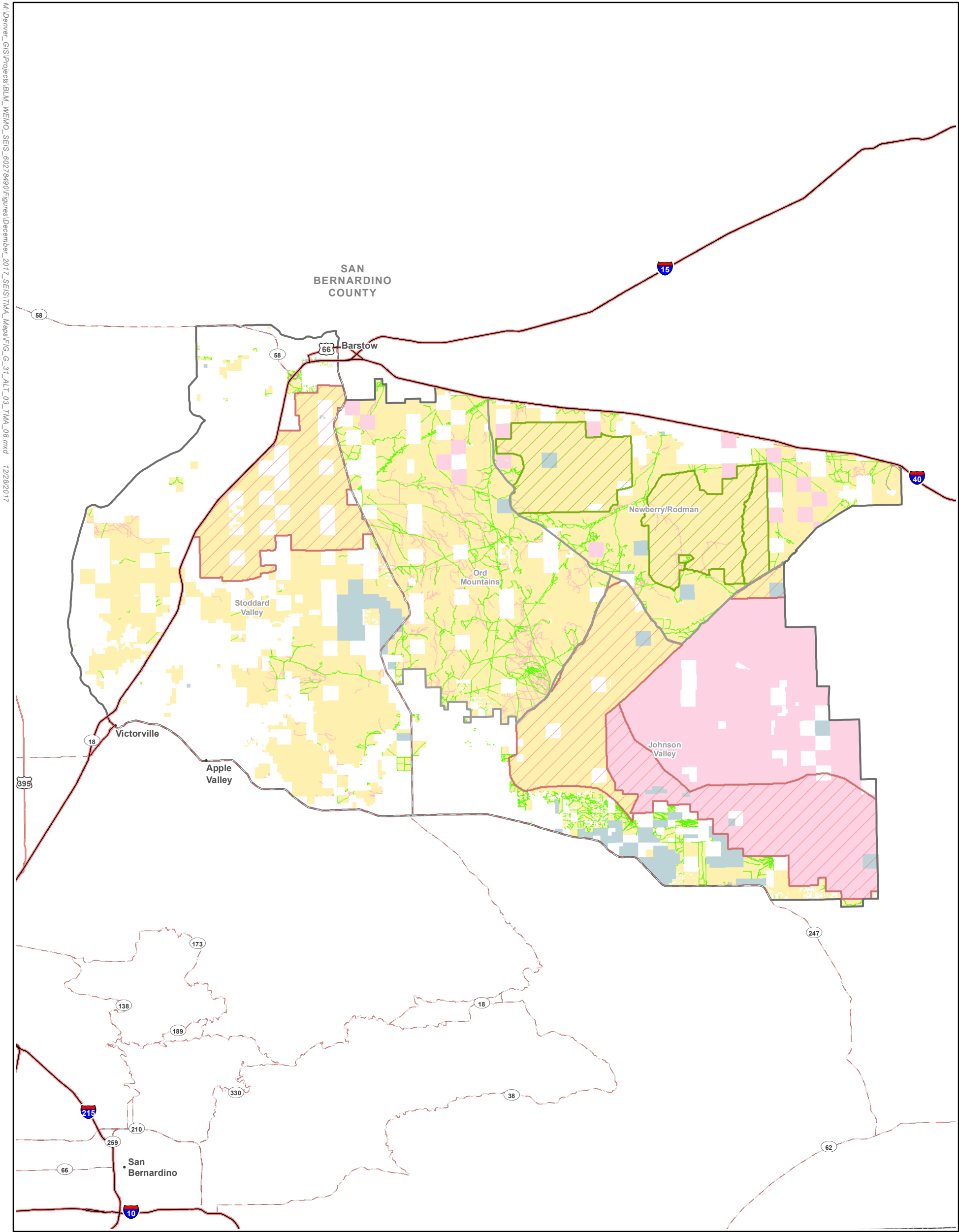
Land Ownership

- Department of Defense
- Bureau of Land Management
- County/Local Government
- State



Inventory Completed: 12/19/2017
Decision Date: TBD
Data subject to change based on monitoring, adaptive management, and the routine business of BLM

Western Mojave Supplemental EIS
Figure G-31 - TMA 8 Alternative 3 - 2017 West Mojave Route Network



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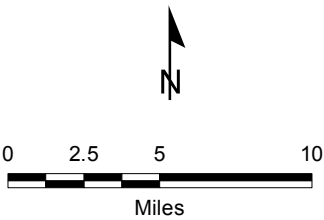
Route Designations

- Motorized
- Non-BLM
- Translinear Disturbance

- TMA Boundary
- WEMO Subregion
- Wilderness Area
- OHV Open Area

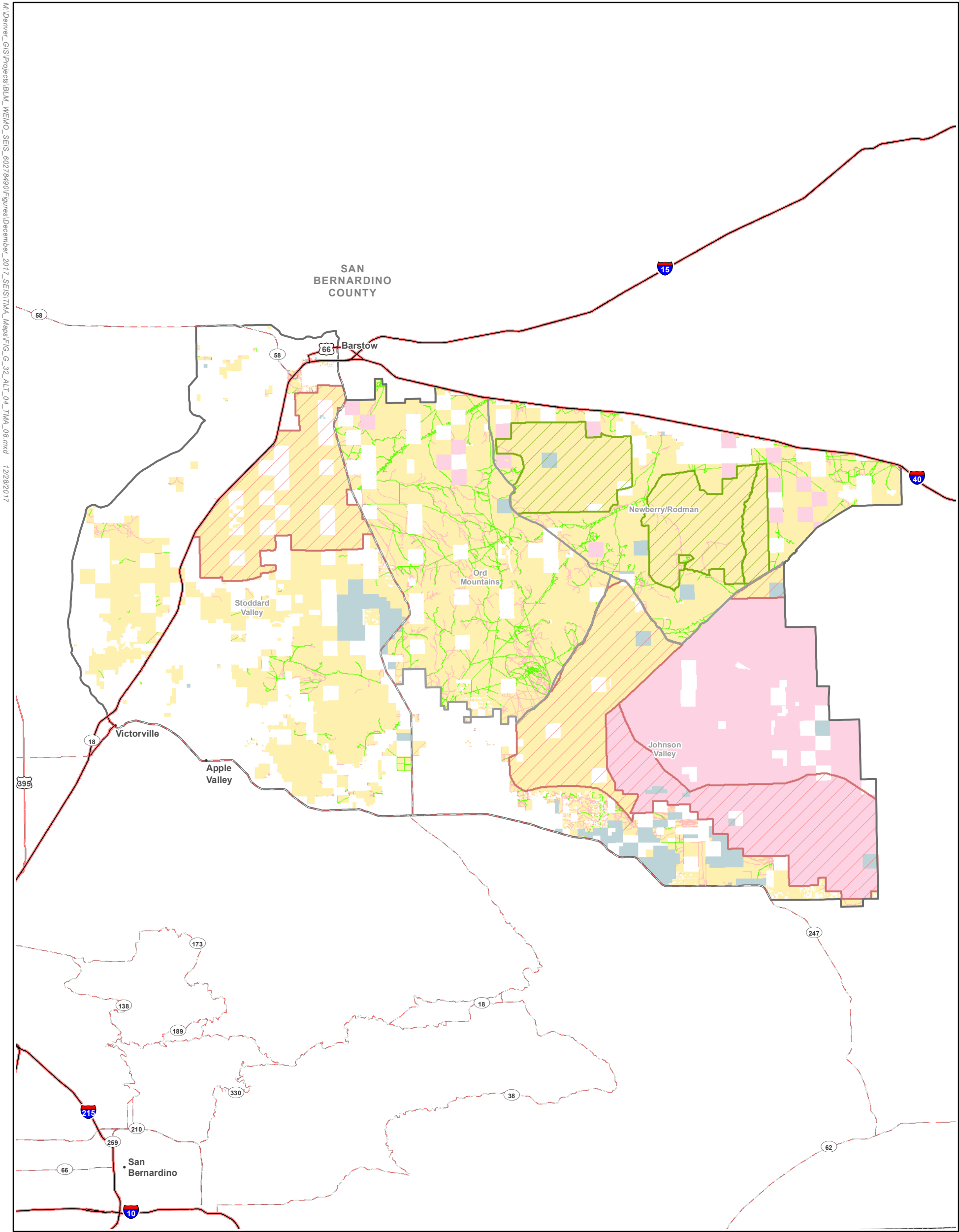
Land Ownership

- Department of Defense
- Bureau of Land Management
- County/Local Government
- State



Inventory Completed: 12/19/2017
Decision Date: TBD
Data subject to change based on monitoring, adaptive management, and the routine business of BLM

Western Mojave Supplemental EIS
Figure G-32 - TMA 8 Alternative 4 - 2017 West Mojave Route Network



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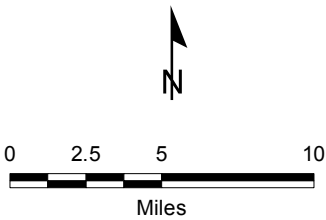
Route Designations

- Motorized
- Non-BLM
- Translinear Disturbance

- TMA Boundary
- WEMO Subregion
- Wilderness Area
- OHV Open Area

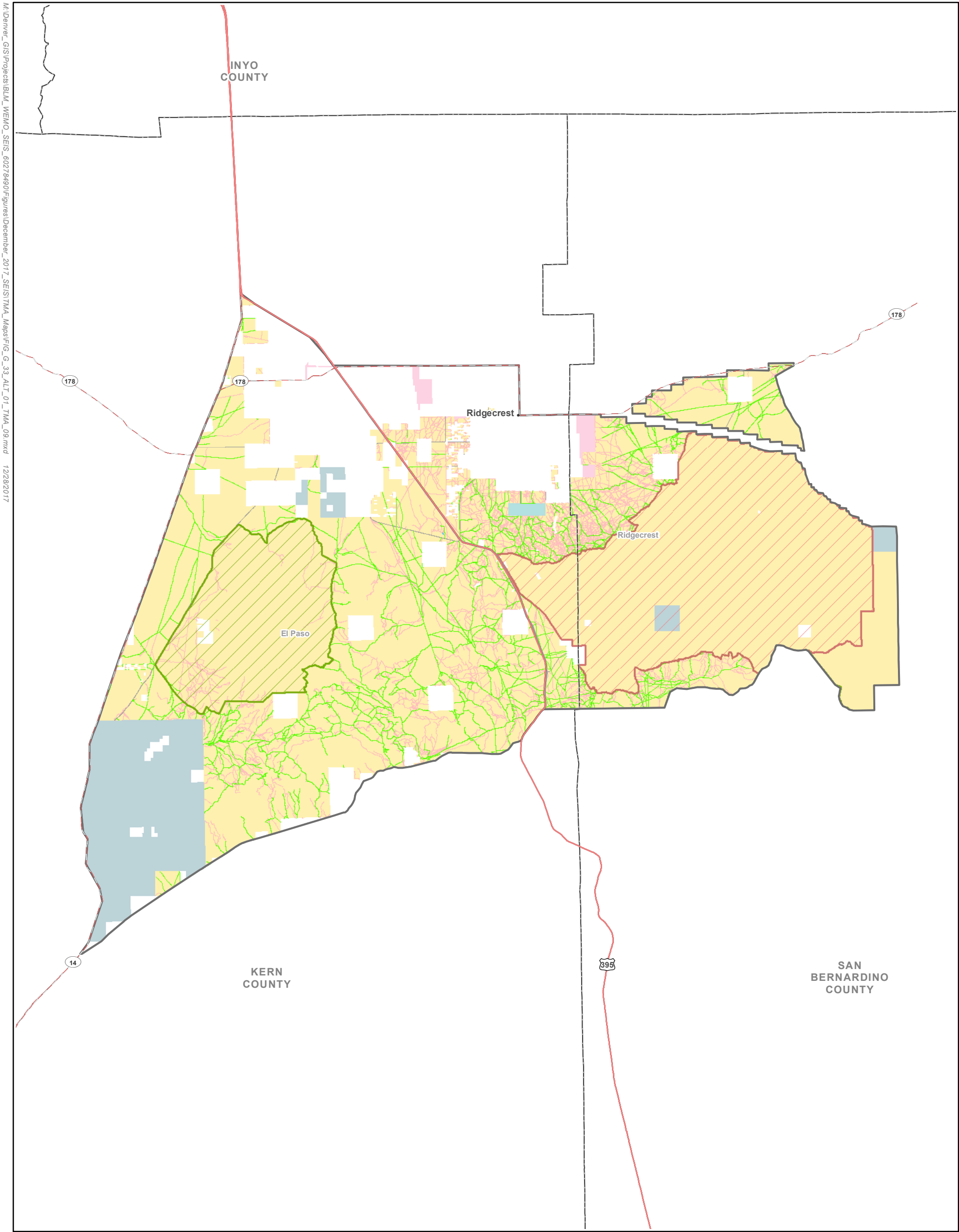
Land Ownership

- Department of Defense
- Bureau of Land Management
- County/Local Government
- State



Inventory Completed: 12/19/2017
Decision Date: TBD
Data subject to change based on monitoring, adaptive management, and the routine business of BLM

Western Mojave Supplemental EIS
Figure G-33 - TMA 9 Alternative 1 - 2017 West Mojave Route Network



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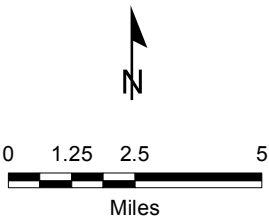
Route Designations

- Motorized
- Non-BLM
- Non-Motorized
- Translinear Disturbance

- TMA Boundary
- WEMO Subregion
- Wilderness Area
- OHV Open Area

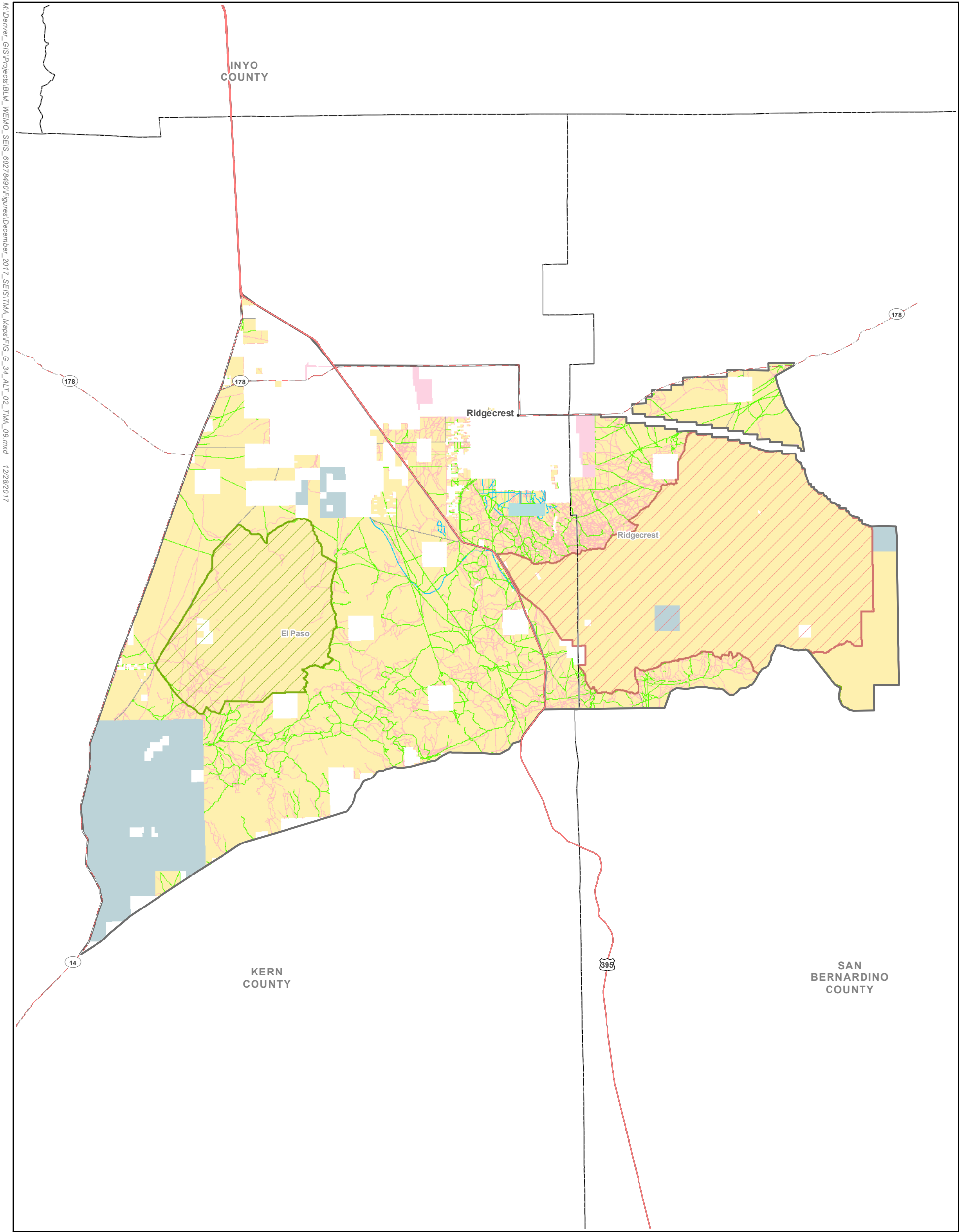
Land Ownership

- Department of Defense
- Bureau of Land Management
- County/Local Government
- State



Inventory Completed: 12/19/2017
Decision Date: TBD
Data subject to change based on monitoring, adaptive management, and the routine business of BLM

Western Mojave Supplemental EIS
Figure G-34 - TMA 9 Alternative 2 - 2017 West Mojave Route Network



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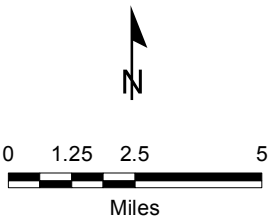
Route Designations

- Motorized
- Non-BLM
- Non-Motorized
- Translinear Disturbance

- TMA Boundary
- WEMO Subregion
- Wilderness Area
- OHV Open Area

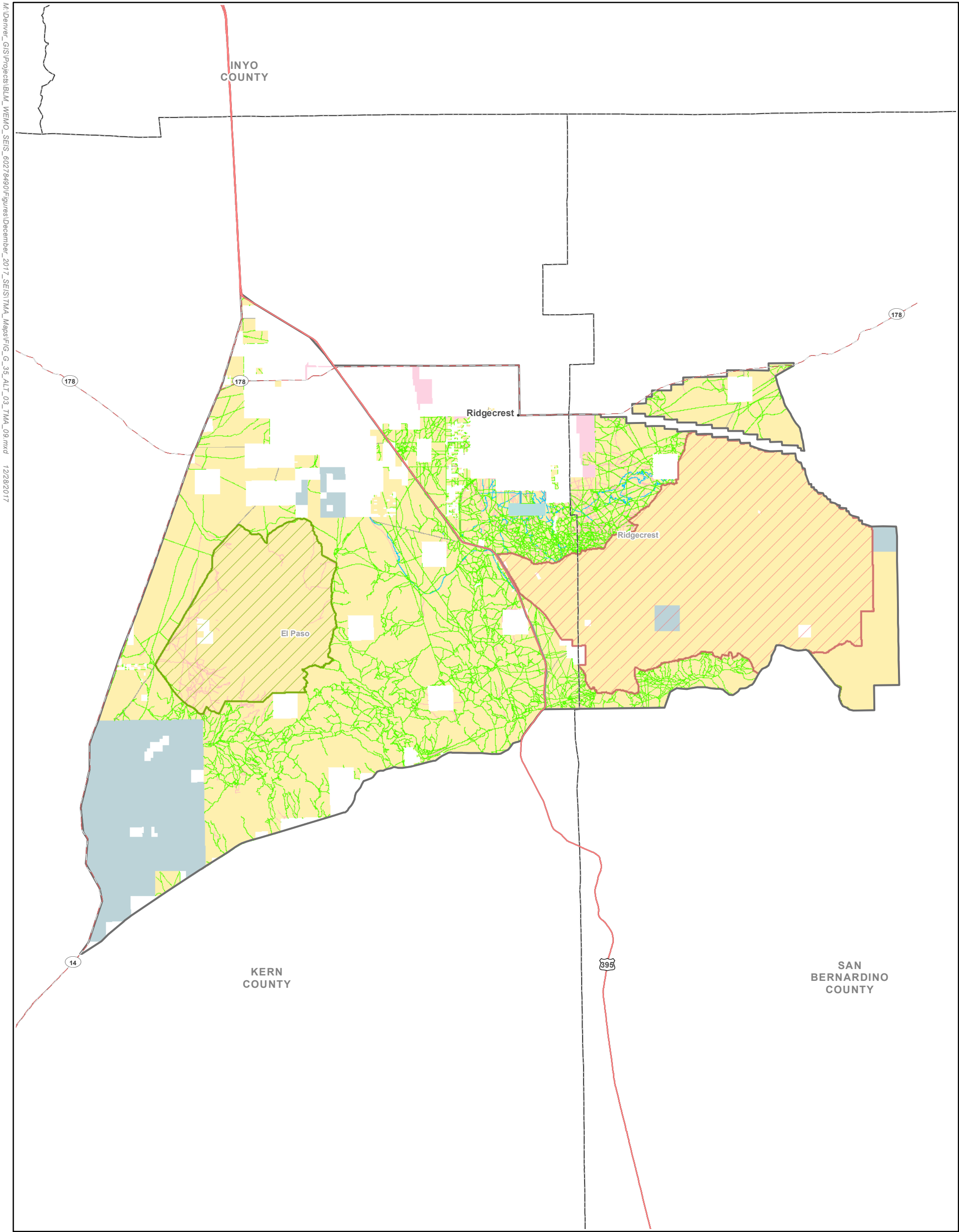
Land Ownership

- Department of Defense
- Bureau of Land Management
- County/Local Government
- State



Inventory Completed: 12/19/2017
Decision Date: TBD
Data subject to change based on monitoring, adaptive management, and the routine business of BLM

Western Mojave Supplemental EIS
Figure G-35 - TMA 9 Alternative 3 - 2017 West Mojave Route Network



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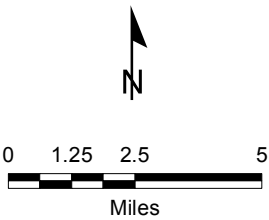


Route Designations

- Motorized
- Non-BLM
- Non-Motorized
- Translinear Disturbance

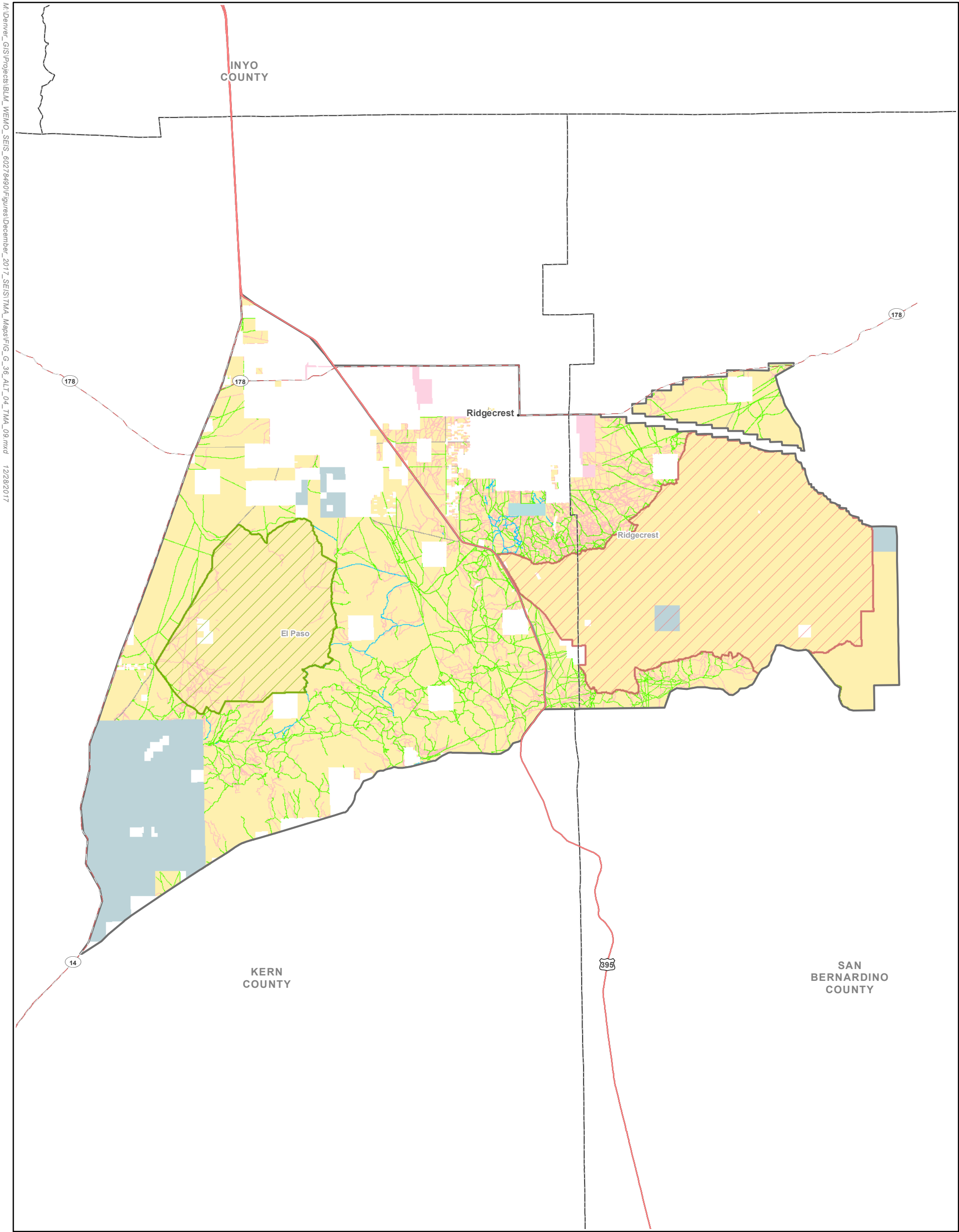
- TMA Boundary
- WEMO Subregion
- Wilderness Area
- OHV Open Area

- Land Ownership
- Department of Defense
 - Bureau of Land Management
 - County/Local Government
 - State



Inventory Completed: 12/19/2017
Decision Date: TBD
Data subject to change based on monitoring, adaptive management, and the routine business of BLM

Western Mojave Supplemental EIS
Figure G-36 - TMA 9 Alternative 4 - 2017 West Mojave Route Network



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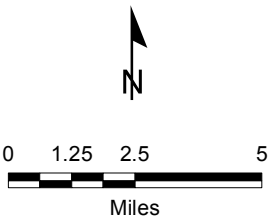


Route Designations

- Motorized
- Non-BLM
- Non-Motorized
- Translinear Disturbance

- TMA Boundary
- WEMO Subregion
- Wilderness Area
- OHV Open Area

- Land Ownership**
- Department of Defense
 - Bureau of Land Management
 - County/Local Government
 - State



Inventory Completed: 12/19/2017
Decision Date: TBD
Data subject to change based on monitoring, adaptive management, and the routine business of BLM