

<b>West Mojave (WEMO) Plan Route Monitoring Results – September 2012 <u>1/</u></b>											
Subregion - TMA	Non- designated Routes <u>2/</u>	Light Route Use <u>5/</u>	Moderate Route Use <u>5/</u>	Heavy Route Use <u>5/</u>	Truck Routes	Motorcycle Routes	Quad Routes	Routes Naturally Rehabilitating <u>3/</u>	Routes not Naturally Rehabilitating	New Routes <u>4/</u>	Old Routes
<b>TMA-1</b>											
Afton Canyon	6	1	0	5	2	1	3	6	0	6	0
Broadwell Lake	0	0	0	0	0	0	0	0	N/A	0	0
Barstow	0	0	0	0	0	0	0	0	N/A	0	0
<b>TMA-2</b>											
Sierra	23	11	5	7	23	0	0	13	10	0	23
Darwin	11	6	3	2	11	0	0	5	6	0	11
North Searles	14	2	9	3	13	0	1	1	13	0	14
South Searles	17	1	9	7	11	4	2	1	16	1	16
<b>TMA-3</b>											
Juniper Flats	215	61	115	39	38	126	51	73	142	142	73
Rattlesnake Canyon	5	0	5	0	0	5	0	0	5	5	0
Morongo Valley	0	0	0	0	0	0	0	0	N/A	0	0
Joshua Tree	0	0	0	0	0	0	0	0	N/A	0	0
Needles South	0	0	0	0	0	0	0	0	N/A	0	0

<b>West Mojave (WEMO) Plan Route Monitoring Results – September 2012 <u>1/</u></b>											
Subregion - TMA	Non- designated Routes <u>2/</u>	Light Route Use <u>5/</u>	Moderate Route Use <u>5/</u>	Heavy Route Use <u>5/</u>	Truck Routes	Motorcycle Routes	Quad Routes	Routes Naturally Rehabilitating <u>3/</u>	Routes not Naturally Rehabilitating	New Routes <u>4/</u>	Old Routes
<b>TMA-4</b>											
Jawbone	135	51	31	53	29	38	68	21	114	0	135
Middle Knob	22	3	4	15	10	9	3	3	19	0	22
<b>TMA-5</b>											
Cronese Lake	0	0	0	0	0	0	0	0	N/A	0	0
Calico Mountain	102	23	54	25	26	9	67	0	102	80	22
Mitchel Mountain	22	7	14	1	17	2	3	0	0	22	0
Coolgardie	274	61	157	56	108	79	87	0	0	274	0
Harper Lake	10	10	0	0	10	0	0	0	0	10	0
Black Mountain	54	22	18	8	14	10	30	0	0	54	0
Fremont Peak	0	0	0	0	0	0	0	0	N/A	0	0
<b>TMA-6</b>											
El Mirage	0	0	0	0	0	0	0	0	N/A	0	0
Kramer Hills	0	0	0	0	0	0	0	0	N/A	0	0
Fremont Peak	0	0	0	0	0	0	0	0	N/A	0	0

<b>West Mojave (WEMO) Plan Route Monitoring Results – September 2012 <u>1/</u></b>											
Subregion - TMA	Non- designated Routes <u>2/</u>	Light Route Use <u>5/</u>	Moderate Route Use <u>5/</u>	Heavy Route Use <u>5/</u>	Truck Routes	Motorcycle Routes	Quad Routes	Routes Naturally Rehabilitating <u>3/</u>	Routes not Naturally Rehabilitating	New Routes <u>4/</u>	Old Routes
<b>TMA-7</b>											
Rands	109	32	30	47	41	42	26	5	104	0	109
El Paso	344	35	48	261	302	29	13	15	329	0	344
Ridgecrest	273	0	4	269	125	15	133	0	273	0	273
Red Mountain	322	18	145	159	90	141	91	43	279	2	320
<b>TMA-8</b>											
Stoddard Valley <u>6/</u>	0	0	0	0	0	0	0	0	N/A	0	0
Ord Mountain <u>7/</u>											
Johnson Valley <u>6/</u>	0	0	0	0	0	0	0	0	N/A	0	0
Pisgah Crater <u>7/</u>											

1/ The units in the columns are in number of routes.

2/ The number of non-designated routes is the total number of routes that intersect a designated route. The number is based on field observations. It includes some routes that are authorized for use (specific purposes), e.g., right-of-way or other authorized use, but are not open to public motorized vehicle use. The routes with authorized uses will be removed from this total after checking for all authorized use files.

3/ A trail was considered to be naturally rehabilitating if vegetation is growing back into the trail tread.

4/ A trail was considered new if the trail did not appear to be well established and a substantial amount of natural vegetation was present and the tracks appeared to have been recently traveled across.

5/ Non-designated routes evaluated for level of use: Light (1-10 tracks); Moderate (11-256 tracks); Heavy (26 track or more)

6/ Open Areas

7/ Monitoring data did not meet standards of other areas so we did not include in this report