

**Bureau of Land Management
Quarterly Report
September 30, 2012**

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1. Route Monitoring and Compliance

a. Baseline of routes

As the basis for signing open routes, BLM began with the routes that were designated in the West Mojave Plan Amendment to the California Desert Conservation Area Plan. These routes were entered in our Geographic Information System (GIS) and serve as the initial inventory of open routes. We incorporated information that was gathered during previous route-designation efforts (including the amendment process associated with WEMO). We included information on routes that are not open to motorized-vehicle use, routes that are open only to certain authorized users, as well as other categories where motorized-vehicle use may be allowed.

The information in BLM's GIS system now includes routes that are closed to motorized-vehicle use and routes that are not designated. This information serves as our routes inventory, or baseline of routes that may help develop alternative route networks to be analyzed in the ongoing WEMO process.

As signing proceeded and routes were "ground-truthed" using Global Positioning System (GPS) equipment, we found that there were some errors. As a result, minor changes were made to our GIS system of routes. BLM is in the process of assimilating all the route information currently in the GIS to ensure that the routes are properly reflected in the GIS. That will enable BLM to provide more accurate data from the GIS on the entire WEMO Plan area and on each sub-region or Travel Management Area. BLM also is mapping routes using a map scale that provides a more accurate representation of the length of particular routes. In some case, a route may measure out to a longer distance because data entry at the more accurate scale measures more of the smaller curves in a road, which would have been, or had been "smoothed out" by using a 1:100,000 scale in the past, though the route on the ground is of course, the same route.

b. Summary of monitoring effort

See Table 1 on page 14.

For the past 12 months, the Ridgecrest Field Office monitored designated trails and recorded any unauthorized routes that intersect the designated trails. These efforts required one person full time and two more persons for about half of the year, totaling about 24 work months. During this time the Ridgecrest Field Office monitored 10 of the 11 sub-regions within its jurisdiction. The Lancaster sub-region was not surveyed because it did not have any designated routes; the sub-region consists of scattered parcels of public land that are currently Unclassified in the California Desert Conservation Area (CDCA) Plan. In the case of Lancaster, public and private lands are interspersed. So there are no routes we consider "unauthorized" routes in the

same way we do in areas where routes are designated. There may be routes that are authorized under a right-of-way or other authorization.

Within the 10 sub-regions, a total of 1,253 undesignated routes were found. Some of these routes may be authorized for specialized use, but not open to motorized-vehicle use by the general public. The staff performing the monitoring was not equipped to determine whether an undesignated route was authorized for specialized use. In order to make such a determination, routes that are not signed as "open" must be cross-checked against the Master Title Plats and the BLM LR-2000 system to determine if rights-of-way or other use authorizations have been issued. This analysis will be completed within the next several months.

The staff performing the monitoring recorded the designated route number that the undesignated route left from or crossed, the GPS coordinates of this intersection, the direction of the route, route usage (moderate, light, or heavy), size of vehicle that could travel down the route (truck, motorcycle, or quad), if the route was rehabbing, and if the route was new or old.

In the Barstow Field Office area, recreation staff and Law Enforcement Rangers conducted route monitoring in the course of their normal field duties. These route monitoring reports identified missing signs and routes needing immediate attention; for example the routes in Afton Canyon that were affecting riparian areas.

Analysis of the data being collected, while useful, did not provide the level of information identified in BLM's monitoring plan. We reconvened our route Monitoring Teams, and began route monitoring to address the information needed to satisfy our monitoring plan. Route monitoring data have been collected in Juniper Flats, Coolguardie, Black Mountain, and Mitchell Mountain, while data collection on the other sub-regions continues. The new data collection efforts are concentrating on unauthorized routes which cross open routes in each sub-region. In Juniper Flats, some situations have been identified which may pose a threat that if left unattended would allow additional usage to create more of a problem in a short time. These problems were addressed; we plan to address other problems in the Arrastre Canyon section of Juniper Flats with CCC and SCA crews in November 2012.

In Afton Canyon, where a route traversed a riparian area, BLM took immediate action to remedy the situation.

c. Maintenance Actions

BLM-Barstow

The Afton Canyon and Rattlesnake Canyon Restoration Projects listed below are two maintenance actions that were undertaken by the BLM-Barstow Field Office in response to problems identified during route monitoring efforts.

Afton Canyon Restoration Project

BLM-Barstow installed approximately two miles of post and cable barrier fencing to prevent encroachment and damage to critical riparian areas caused by OHV riding within the Afton Canyon Campgrounds and surrounding areas. The barriers are designed to stop riders from leaving the trail network and entering the river bottom, as well as to prevent them from entering the nearby hills surrounding the campgrounds.

Closed trails have been rehabilitated using vertical mulching techniques. Trail-network signs have been installed to direct OHV riders through the campground using the open-trail network. Kiosks with information about the area, along with numbers to call for more information, have been installed at the campgrounds.



Before

BLM-Barstow Rattlesnake Canyon Restoration Project (see Attachment 1)

BLM-Ridgecrest

During monitoring, Ridgecrest staff performed maintenance and upkeep of the designated trail markers in all of the sub-regions monitored. These efforts included ensuring that the original

signs were still in place and sometimes adding additional signs where there appeared a need for more signs to properly direct the traveler down the proper route. Within the Ridgecrest sub-region, monitors found several designated routes near abandoned mine land (AML) features that created a human health and safety risk. In these locations, in coordination with the AML lead, fences were installed to prevent the public from falling into such AML features as mine shafts. The project lead is currently analyzing this data and will provide actuals in the next quarterly report.

2. Kiosk Plan

The BLM now has the coordinates for each kiosk in the WEMO Area. New maps have been installed on each kiosk, along with the notice specified by the court in the appropriate size type. See attached example of Juniper Flats (TMA-3).

Kiosk Prioritization and Installation Plan

This phase will be contingent upon available funds. The field offices will apply for state grants from OHV Funds to construct and install the required kiosks. We will also consider accepting contributed funds to help with this effort. Middle Knob, as well as North and South Searles are likely candidates for assistance.



Juniper Flats



3. Proper Functioning Condition - narrative and summary table

BLM has completed Proper Functioning Condition assessments (PFCs) on a number of locations in the West Mojave plan area and has compiled that information, in summary form in the attached report. In FY 2012, the Ridgecrest Field Office completed PFC assessments on 11 locations. Nine locations were in the El Paso Mountains and two in Sierra Canyon. All were in proper functioning condition. The Barstow Field Office completed PFC assessments on 14 locations. Five were in proper functioning condition.

West Mojave Plan (WEMO) – Proper Functioning Condition (PFC) Assessments		
Sub-region	Location	Finding
Ridgecrest Field Office		
Sierra Canyon	5-mile Canyon – Upper	Proper Functioning Condition
Sierra Canyon	5-Mile Canyon - Lower	Proper Functioning Condition
El Paso Mountains	Coffee Can Spring	Proper Functioning Condition
El Paso Mountains	Bob & Shelley Springs	Proper Functioning Condition
El Paso Mountains	La Moureaux Spring	Proper Functioning Condition
El Paso Mountains	Midway Spring	Proper Functioning Condition
El Paso Mountains	Unnamed	Proper Functioning Condition
El Paso Mountains	Louise Spring	Proper Functioning Condition
El Paso Mountains	Sheep Spring 2	Proper Functioning Condition
El Paso Mountains	Sheep Spring	Proper Functioning Condition
El Paso Mountains	Upper Goler Canyon Holland Springs	Proper Functioning Condition
Barstow Field Office		
Juniper Flats	Furnace Spring	Non-functional: Stop ongoing disturbance
Juniper Flats	Stone Spring	Proper Functioning Condition
Juniper Flats	TV Creek	Proper Functioning Condition
Juniper Flats	Arrastre Creek (VP Mine reach)	Proper Functioning Condition
Juniper Flats	Arrastre Creek Tahiti Falls reach)	Functioning at risk: Rip-rap
Juniper Flats	Cottonwood Creek	Proper Functioning Condition
Juniper Flats	Round Mountain Spring	Functioning at risk: Developed
Juniper Flats	Greenwalt #1	Functioning at risk: Water developed
Afton Canyon	Afton Canyon (Mojave River)	Functioning at risk: Channelization

West Mojave Plan (WEMO) – Proper Functioning Condition (PFC) Assessments		
Rattlesnake Canyon	Willow Spring	Functioning at risk: Developed
Rattlesnake Canyon	Vaughan Spring	Functioning at risk: Water diverted
Rattlesnake Canyon	Unknown Spring (Section 22)	Properly Functioning Condition
Rattlesnake Canyon	Rock Corral	Functioning at risk: Water diverted
Stoddard Valley	SV2630	Non-functional: Need to re-route

Follow-up actions, as appropriate, will be developed in the next fiscal year.

4. Riparian areas, seeps and springs - narrative

A comprehensive GIS analysis of all springs, as identified on the National Hydrography Dataset (NHD), has been completed.

- a. Total WEMO BLM Lands reviewed = 3,246,907 acres
- b. Total NHD springs/seeps located on BLM-administered public lands = 183 (66 in WEMO BLM Wilderness Areas)
- c. Total number of route (designated and undesignated) features that intersect with a 100-meter buffer of NHD springs/seeps= 152 (11 in WEMO BLM Wilderness Areas)
- d. A contract (\$555K) was awarded to the U.S. Fish and Wildlife Service to complete riparian mapping of 90 - 1:24,000 USGS quadrangles (to national standards) within the Barstow and Ridgecrest Field Office areas.

5. Air Quality Monitoring Strategy

In response to the Remand Order, BLM presented a summary of the Remand Order to the California Desert Air Working Group (CDAWG) annual conference in November 2011 and discussed it specifically with representatives of the Mojave Desert Air Quality Management District (MDAQMD) and Antelope Valley Air Quality Management District (AVAQMD) (Alan De Salvio), Eastern Kern Air Pollution Control District (EKAPCD) (Dave Jones), and Great Basin Unified Air Pollution Control District (GBUAPCD) (Ted Schade). BLM did not meet specifically with South Coast Air Pollution District, although that district was also at the conference.

Subsequently, BLM set up and held a meeting with the MDAQMD in December 2011 to discuss a possible contract and deliverables. The basics of the contract would be for the district to coordinate with the other air districts and develop a specific report for air quality monitoring in the WEMO area and specifically address the question of monitoring around OHV open areas. BLM has sent letters to the MDAQMD on the status of the contract and plans to meet with the air district in November 2012 to finalize contract details.

Monitoring has been a continuing activity with BLM. Currently there are more than 35 monitoring stations in, and adjacent to, the WEMO Plan area. Only the Razor Open Area and the Dumont Dunes Open Area do not have representative air monitoring stations. Most monitoring is carried out by the California Air Resources Board (ARB) and the local air districts. Information on the stations locations and the monitoring data is available through the ARB website at <http://www.arb.ca.gov/>.

Federal regulations require that the air quality monitoring network be reviewed and reported annually to the EPA to identify any need for additions, relocations, or terminations of monitoring sites or instrumentation. These reports can be accessed through the ARB website also. The most recent report is dated June 2012. BLM coordinates with air districts and reviews air data and reports. Violations of the National Ambient Air Quality Standards automatically raise red flags and can lead to designations of federal nonattainment areas and these findings are published in the Federal Register. Changes in the Clean Air Act in 1990 and adverse monitoring data led to classifying large portions of the WEMO Plan area as PM10 nonattainment areas in the early 1990s.

Within the WEMO Plan Area, Southeast Kern County (including the Jawbone and the Dove Springs Open Areas) and the Antelope Valley have never been classified as nonattainment areas. BLM participated in the preparation of the required air plans for the nonattainment areas and BLM activities including roads, trails and open areas are included in the air plans. BLM activities are specifically addressed in the plans and the district rules. Current monitoring data has led the EPA to reclassify the Coso Junction and the Indian Wells Valley areas as attainment areas. The Trona and Mojave Desert areas are close to being classified as attainment areas.

BLM has been an active player in air quality issues in the desert for more than 20 years. BLM's activities have included membership in the California Desert Air Working Group (CDAWG), speaking at the annual CDAWG conference, conducting internal training for BLM staff and working with air districts to develop inventories, air quality plans, rulemaking and project review. Air quality monitoring is a much-regulated discipline with the U.S. Environmental Protection Agency (EPA), based upon authorities from the Clean Air Act, issuing rules and guidance and delegating authorities to the state Air Resources Board (ARB) and local air districts for some of the tasks (40 CFR Part 58).

6. Mojave fringe-toed lizard (MFTL)

The MFTL (*Uma scoparia*) is a sand-adapted lizard with modified scales on its feet, ears, nostrils, and upper lips. Because of its small and disjointed populations, the species is considered a sensitive species by the BLM and a Species of Special Concern by the California Department of Fish and Game.

The West Mojave Plan Amendment to the California Desert Conservation Area plan designated eight parcels of public land as Areas of Critical Environmental Concern (ACEC) for the MFTL in the Barstow Field office area. The ACEC protects suitable habitat for the MFTL along the Mojave River where seven of these parcels are located, as well as another parcel near Dale Lake, east of the town of Twentynine Palms. (Other than these seven BLM administered public land parcels, most MFTL habitat along the Mojave River occurs on private land.)

On June 27-28, 2012, two surveyors conducted initial investigations on three of the public land parcels. The investigations were conducted late in the survey season and thus were limited by a small survey window of appropriate sand temperatures.

Surveys included both sand bars and river channel. Three MFTLs were detected on parcel 1 and three on parcel 3. All MFTLs detected on parcels 1 and 3 were found on or near vegetated sand bars, not in the river channel itself. The absence of MFTLs in the river channel may be a result of many factors including a lack of vegetation, sand size or substrate type.

Parcel 2 has mesquite growing in its river channel. The channel, braided among sand dunes and large single-sand hummocks, is more than 1,400 meters wide. No MFTL were found on Parcel 2. Investigation of the MFTL ACEC will continue in the spring of 2013 with the evaluation of the remaining five parcels.

In the Ridgecrest Field Office area, the MFTL inhabit a BLM parcel in Big Rock Creek Wash, 2.5 miles northeast of Pear Blossom in the Antelope Valley. Big Rock Creek Wash encompasses

multiple small drainages that are important in transporting sediments from the San Gabriel Mountains north into the Mojave Desert.

One of the goals of WEMO is to establish conservation areas for maintaining the blow-sand ecological processes and protecting occupied habitat. Although BLM has not established a baseline MFTL survey of Big Rock Creek Wash, on April 28, 2009, BLM-Ridgecrest biologists surveyed the parcel to assess the presence of potential MFTL habitat.

Based on WEMO's description, the entire parcel qualifies as potential habitat, possessing fine sands which are both water-sorted and wind-blown. Active washes that flow from south to north occur relatively uniformly throughout the 320-acre parcel. This loose, moving sand indicates suitable habitat across the entire parcel. The parcel is laced with active washes that all meet the habitat requirement as described in WEMO. It is evident that the active washes sort the sand, while wind further sorts it into soft blow sand. These processes are important to maintenance of MFTL habitat.

In May of 2006, Ridgecrest BLM began its efforts to place Big Rock Creek Wash in conservation status to prevent gravel mining. After inventorying the site for MFTL habitat and for the BLM sensitive species short-joint beavertail cactus, BLM staff has been evaluating options for the Big Rock Creek Wash including conducting outreach to the Conservancy groups. The BLM will continue to explore options through the Desert Renewable Energy Conservation Plan (DRECP) process.

7. Chronological Record

July 6, 2012: On June 21, 2012, the Court ordered the BLM and Plaintiffs to meet and confer on plaintiffs' concerns that led to their request for a Status Conference. As a result of the meeting, held on June 27, 2012 in San Francisco, BLM Solicitor prepared a written response (July 6, 2012) to plaintiffs concerns regarding the ongoing WEMO reassessment effort, in particular, implementation of the monitoring plan, maintenance and installation actions for kiosks, and completed and planned corrective action for unauthorized routes as part of BLM's forthcoming September 2012 Quarterly Report. The Court required the parties to file a joint status letter brief no later than July 13, 2012.

July 10, 2012: Desert Advisory Council (DAC) West Mojave Route Network Project (WMRNP) Subgroup meeting held at the BLM Barstow Field Office from 5 to 8 p.m. The WMRNP Subgroup is compiling recommendations for the District Manager on the WEMO Plan. The meeting covered issues related to Travel Management Area 3 (TMA-3).

July 11, 2012: New updated maps for Travel Management Areas 1, 2, and 3 posted on the BLM web page, http://www.blm.gov/ca/st/en/fo/cdd/west_mojave_wemo.html.

August 4, 2012: DAC WMRNP Task Group met at the Lucerne Valley Community Center from 8 a.m. to 12 noon. The meeting focused on TMA-3 and TMA-8. The task group is a public meeting hosted by the DAC WMRNP Subgroup and accepts data from the public on all travel management areas for consideration by the Subgroup in its meetings.

August 14, 2012: DAC WMRNP Subgroup met at the BLM Barstow Field Office from 5 to 8 p.m. discussing issues related to TMA-4.

September 8, 2012: DAC WMRNP Task Group met at the BLM Barstow Field Office from 1:30 to 4:00 p.m. focusing on TMA-5 & TMA-6.

September 11, 2012: DAC WMRNP Subgroup met at the BLM Barstow Field Office from 5 to 8 p.m. focusing on issues related to TMA-5.

September 25, 2012: BLM announced public meetings for the El Paso and Ridgecrest sub-regions (Travel Management Area 7 – TMA-7) of the WEMO Plan area. The WEMO plan established these sub-regions as the Collaborative Access Planning Area (CAPA). In the CAPA, a motorized-vehicle access network will be designed through collaboration between the BLM and local jurisdictions (including the City of Ridgecrest and Kern County), as well as the general public. The meetings will be held in October and November in Ridgecrest, Bakersfield and the Jawbone Station Visitors Center. The meeting notice also posted on BLM West Mojave Plan Amendment Activity web page, http://www.blm.gov/ca/st/en/fo/cdd/west_mojave_wemo.html.

Table 1 -- WEMO Route Monitoring (Attached)

Table 2 -- Kiosk Locations

TMA-1

SUB-REGION	LOCATION	Kiosk Type	Condition
Afton Canyon	Campground	3 Panel	Good
	Razor Rd at Open Area Boundary	2 panel	Good
	Basin Rd near I-15	2 panel	Good
Broadwell Lake			
Barstow			

TMA-2

Sierra	Indian Wells Canyon	3 panel	Needs repair
	Sand Canyon	1 panel	Good
	Short Canyon	2 panel	Good
	Fossil Falls Campground	1 panel	Needs repair
Darwin			
North Searles	Great Falls Basin	1 panel	Good
South Searles			
TMA-3			
Juniper flats	JF3380	2 Panel	Good
	On Bonita Vista		Good
	On JF4325	2 panel	Good
	On JF4325		Good
Rattlesnake Canyon	On RC2330	1 Panel	Good
	On RC1426	2 Panel	Good
Morong Valley			
Wonder Valley			
Joshua Tree			
TMA-4			
Jawbone	SC51 & Hwy 14	1 panel	Good
	SC65 & Hwy 14	1 panel	Good
	SC192 & Hwy 14	1 panel	Good
	SC103 & Hwy 14	1 panel	Good
	Jawbone Canyon Rd & Hwy 14	2 panel	Good
	Info Kiosk inside Visitor Center	2 panel	Good
	SC123 & Jawbone Canyon Rd	1 panel	Good
	SC123 & Kelso Valley Rd	1 panel	Good
	SC103 & Kelso Valley Rd	1 panel	Good
	SC47 & Kelso Valley Rd	1 panel	Good
	SC37 & Kelso Valley Rd	1 panel	Good
	SC120 & Kelso Valley Rd	1 panel	Good
	LA Aqueduct & Hwy 178	1 panel	Good
	Middle Knob		
TMA-5			
Cronese Lake			
Calico Mountains	Mule Canyon Rd	2 Panel	Needs Repair
	Mule Canyon Rd	2 Panel	Good
	Odessa Canyon	2 Panel	Good

	off Ft. Irwin Rd	2 Panel	Good
Coolguardie	on CG7171	2 Panel	Good
	Owl Canyon Campgr	3 Panel	Good
Harper Lake	Harper Lake Kiosk		Good
	Welcome Sign		Good
Black Mountain			
Fremont Peak			
TMA-6			
El Mirage	Edwards Bowl	2 Panel	Good
	Info Kiosk in visitor Center		Good
	Colusa Road at Trail Ride	1 panel	Good
Kramer Hills			
Iron Mountain			
TMA-7			
Rands	R66 & Hwy 395	1 panel	Good
	R16 & Randsburg-Mojave Rd	1 panel	Good
	R77 & Randsburg-Mojave Rd	1 panel	Good
	R47 & Randsburg-Mojave Rd	1 panel	Good
	R43 & Randsburg-Mojave Rd	1 panel	Good
	R35 & R10	1 panel	Good
	R5 near Camp "C"	1 panel	Needs repair
	R5 & Munsey Rd	1 panel	Needs repair
	R43 & Red Rock-Randsburg Rd	1 panel	Good
	R50 & Red rock-Randsburg Rd	1 panel	Good
	R44 & Red Rock-Randsburg Rd	1 panel	Good
	R110 & Red Rock-Randsburg Rd	1 panel	Good
El Paso	EP 15 & Hwy 14	1 panel	Good
	EP100 & Red rock-Randsburg Rd	1 panel	Good
	EP110 & Garlock Rd	1 panel	Good
	EP15 & Hwy 395	1 panel	Good
	EP 18 & Red rock-Inyokern Rd	1 panel	Good
	EP 26	1 panel	Good
Ridgecrest			
	Dirt Diggers Camp - Spangler Hills	1 panel	Good
	Searles Station Rd - Spangler Hills	1panel	Good

	Teagle Wash - Spangler Hills	1 panel	Needs repair
	Stephen Mine Rd - Spangler Hills	1 panel	Needs repair
	Charlies Place - Sapngler Hills	2 panel	Needs repair
	Brady Rd	1 panel	Good
	College Heights	1 panel	Needs repair
	Eastside road	1 panel	Good
	Downs Rd	1 panel	Good
	Sunland Rd	1 panel	Good
	Javis Rd	1 panel	Good
Red Mountain	RM 15 & Hwy 395	1 panel	Good
	RM 212 & Hwy 395	1 panel	Good
	RM 66 & 395	1panel	Good
	RM 1444 & Trona Rd	1 panel	Good
	RM 15 & Trona Rd	1 panel	Good
	R34 & Hwy 395	1 panel	Good
	RM 50 & Hwy 395	1 panel	Good
	RM 7A & Trona Rd	1 panel	Good
TMA-8			
Stoddard Valley	Sawtooth Campgr	2 Panel	Good
	Sawtooth Campgr	2 Panel	Good
	Sawtooth Campgr	1 Panel	Good
	Slash X Open Area	1 Panel	Good
	Stoddard Wells Rd	2 Panel	Good
	Stoddard Open Area	2 Panel	Good
	Hodge Rd Exit	2 Panel	Good
	Sidewinder Exit	3 Panel	Good
Ord Mountain	Ord Mountain	2 Panel	Good
	At OM6640/OM6635	2 Panel	Good
	Ord Mountain	2 Panel	Good
	Ord Mountain	2 Panel	Good
Newberry/Rodma			
Johnson Valley	Camprock Rd	3 Panel	Good
	Bessermine Rd	2 Panel	Needs Repair
	Boone Rd at Means Dry Lake	2 panel	Good
Pisgah Crater			

Attachment 1 (click on text below to see complete attachment)

Rattlesnake Canyon Projects Completed in Spring 2012

Project Site #1 - OHV intrusion into Bighorn Mountain Wilderness

This was a series of illegal intrusions off the end of a designated route which all led into the Bighorn Mountain Wilderness. This illegal route was called "the shortcut" by local users and which illegally connected designated route RC 3329 to RC 3331. The southern end of designated route RC 3329 had an illegal route continuing past the official ending and into the wilderness area. This area had both barriers installed and the affected land was illegal route was eliminated and rehabilitated.

Project Description:

- Implementation of 150 yards of t-post fencing (barbed wire for grazing allotment)
- Restoration of a side of hill (approximately 100 square yards)
- Restoration of "line of sight" illegal routes totaling 300 yards
- Installation of wilderness signs, closed route and restoration signs
- Installation of "end of" designated route signs to RC3329 and a creation of a turnaround for OHV users

Project Site #2 - OHV intrusion into Bighorn Mountain Wilderness

This was a singular illegal route into the Bighorn Mountain Wilderness off designated route RC3331 in Rattlesnake Canyon. Work consisted of removing the intrusion and restoring the affected environment into a more natural landscape.

Project Description:

- Installation of wilderness signs, closed route and restoration signs
- Restoration of a side of hill (approximately 50 square yards)
- Restoration of "line of sight" illegal routes totaling 100 yards

Project Site #3 - OHV intrusions into Bighorn Mountain Wilderness

This was the other end of the infamous "shortcut" which connected designated routes RC3329 and RC 3331. Work was done inside Rattlesnake Canyon. This area had both barriers installed and the affected land was illegal route was eliminated and rehabilitated.

Project Description

- Implementation of 500 yards of post & cable fencing
- Restoration of a side of hill (will restore the hillside to line of site which is approximately 500 yards)
- Restoration of "line of sight" illegal routes totaling 500 yards
- Installation of wilderness signs and restoration signs

Project Site #4 - OHV intrusion into Bighorn Mountain Wilderness

This was a singular OHV intrusion off designated route RC 3331 into the Bighorn Mountain Wilderness which led to a series of three old mines. Work was done inside Rattlesnake Canyon. This area had barriers installed at the start of the intrusion and restoration was done for the first 100 yards of the old mine road. All mines were then closed for safety.

Project Description

- Implementation of 100 yards of t-post fencing
- Restoration of old jeep track (approximately 100 yards)
- Installation of wilderness signs and mine safety signs