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INYO COUNTY
ADMINISTRATOR
CLERK OF THE BOARD

VEHICLE ROUTES
IN THE
SALINE VALLEY
PROPOSED WILDERNESS

ALLEN AKIN

1985

10-3.4

4/22/85

I have been living in Saline Valley continuously for fifteen years and visited and occasionally lived in the valley for many years before.

I would like to contribute to the vehicle route designation program concerning Saline Valley and vicinity.

WHAT IS A VEHICLE ROUTE?

Before I make comments about specific routes of travel by vehicle I would like to comment about desert roads and trails in general.

On August 22, 1984 a wall of water, mud, and rocks 10 to 20 feet high came roaring out of Cerro Gordo Canyon and swallowed the Cerro Gordo Road area of State Highway 136 while raising the elevation of Keeler by about 2 feet with the deposited mud. Now the Cerro Gordo Road takes a somewhat different course than previously, near where it emerges from the mountain. On the other hand, like the intaglios created on the desert floor by the Indians of the Colorado Desert, a single track that is never used again may last a thousand years if it is on desert pavement protecting the soil.

Over the years I've noticed that if we have several years without flash floods, the roads gradually improve through the passage of vehicles and people who move rocks. If, however, there are rains like those we have had in '83-'84, you might not be able to tell that a vehicle had ever passed. Thus the road along the right-of-way between the warm springs of Saline Valley, and Eureka Valley, and the jeep trails which branch off to the sites of interest, are with few exceptions, of the most transient type.

This road is shown on the Dry Mountain Quadrangle 15 minute topographic map (aerial, '52) as starting north of the upper warm spring when I first explored this area in the early 60's the road started south of the spring. In the early 70's the road moved back to the north where it is shown on the Eureka-Saline Route Designation Map; however, after the flash floods in the summer '84 it has yet again been moved south of the upper warm spring. These different courses are one-half mile apart.

These considerations show clearly that the condition of a road at a particular time should not be determinative in establishing or disestablishing a right-of-way. The reasons people use it, how important it is to them, whether they have a legal right to it's use, and if its use by them can be compatible with wilderness values, should be the main determinative factors in allowing a vehicle route.

EUREKA--SALINE VEHICLE ROUTES

On the enclosed section of the aforementioned route map I've used letters to label the routes I'm familiar with,

- A This road provides access to a cabin and mining claims held by Dell Braden of Big Pine. It is in a wash for its whole length and in itself will have no lasting impact.

- B This is the approximate route of access to a mining claim held by Rich Baldwin. The prospect was formerly called the Silver Queen (1920). The route is about 2 miles long and climbs 1000 feet; by using it the average person can climb to the top of Warm Spring Peak (VAM 6196) and return in a single day.

There is a fine example of a fossil river channel in a saddle below the peak. And people have found, nearby, crystals of smokey quartz.

The route is well marked with rock monuments. A few years ago it was well defined and easily passable with 4 wheel drive to the base of the mountain, where there are the remains of an old tent camp. There was also a sign at the branch from the main road reading LUCKY RICH MINE. I flew over the area just before New Year ('85) and the road was no longer visible from the air.

It is obvious that allowing people to use this route in the future as they have in the past will have no impact on wilderness values.

- C This route is about 2 1/2 to 3 miles long and climbs 1000 feet. It saves a 5 mile round trip on foot. It's possible to drive up the canyon because it drains an area of shale (Best Spring Shale).

Most people drive to this area to see and photograph a natural arch. They also collect what they call "clam fossils"; these occur over a wide area and I've seen some as large as a saucer collected from the south slope of the range.

On this same south slope there is a dry placer area. This gold placer was discovered by William L Hunter. There are diggings and an old dry washer built with Model t springs. According to Roy Hunter there are some pretty good gold placers here.

The road through Death Valley to this area is closed to travel (about 15 miles round trip, no water) so this route is the only way to get into the area without a 5 mile hike.

Although many vehicles have used the route in the past, they have left no trace now visible from the air. Leaving this route open would not impair the wilderness values. Closing it would certainly impair the ability of people to benefit from those, and other values of this interesting region.

- D This route leads to an especially fine deposit of pumice. The area is very attractive to people because of the pink tinted and white formations. The soft stone has been weathered into rock shelters, pools and narrow gullies. The previous inhabitants of the region, also, must have found this place attractive, for there are many petroglyphs on the rock walls, some very unusual.

Of the good petroglyph sites in Saline Valley there are only three that you can drive close to - this pumice area, Marble Bath and Hunter Canyon.

There are the remains of prospectors' camps in here showing that people have been driving in here for a long time. There is a claim paper showing that a man named Upton, who lived in the Saline Valley with his family for years during the 60's, had a claim here. 15 years ago Joe Ostringer told me that he had claims in this area.

From here the average person can hike to the top peaks of the Saline Range and return in one day.

The road into the area (almost 2 miles and 600' rise) is closely confined in a wash. You can drive up this wash because the weathered pumice makes a good road bed without large rocks and boulders. The passage of vehicles over the years, including recent ones, has left little trace other than the relics left by prospectors, in the wash.

- E This road is quite visible from the air. People frequently use it thinking it's the way to Marble Bath, but in fact it goes to a box canyon.

- F This is the historic route of access to Marble Bath. It is about 2 1/2 miles long and climbs over 1000 feet up a gentle sandy wash which is always easy to drive up. Roy Hunter told me this route was long in use by automobiles when he was packing into the area for the USGS in the 40's.

Late in the spring of '82 I drove here with some friends in a couple of 2 wheel drive trucks. At that time the road was very well defined. When I flew over the road just before New Year '85, it was gone. It washes out with every good rain and in itself has no impact on wilderness values.

Marble Bath is situated in a weathered, dissected area of reddish Dolomite (Lost Burro Formation). This is a beautiful place in a canyon with pinnacles and high, vertical, even overhanging, walls.

The source of the water is a sand tank, or a sand-filled basin in the bedrock, about the size and shape of a large bathtub. The rock is marble polished by the action of flowing water, and when the sand is dug out resembles a marble bathtub. I've never failed to find water here, though during a drought you might have to dig two feet to reach it. There is another tank in a south-branching tributary about a mile above this one.

Marble Bath does not appear to be a source of water for wild life, to judge from the absence of signs, droppings, prints, and trails.

That is not surprising considering there are many other tanks in these mountains; and when water is near enough to the surface here for the wildlife to get, it must be available to them in many other places.

But Marble Bath has always been an important source of water for people: for ancient people, as there are petroglyphs on the smooth wall of the canyon; for later people, as it has been referred to in early records and shown on maps.

It is the only ready source of water between Upper Warm Springs and the north end of Eureka Valley.

This strategic campsite is also the gateway to the Pinon covered top of Dry Mountain. From a camp here a person in good condition can hike to Dry Mountain (VABM 8674) and two or three other peaks above 8000 feet and back in a single day.

There are cavities and rock shelters on the walls of the canyon which contain Borax. This region should be prospected for Boron Minerals.

On top of the mountain above here is an old mine; Roy Hunter told me there was a prospector in the 30's who carried all of his supplies into the mine on a wheelbarrow. The last time the mine was worked was in 1946.

Many years ago I met a prospector here who had just come down from a days' hike in the mountains looking for the Lost Pothole Mine. He gave me a pocketful of fossil gasteopods; they had weathered out perfect with fine detail.

There are Joshua Trees growing right to the summit of Dry Mountain. They may grow at a higher elevation here than anywhere else.

- G This road is very visible from the air. I've never been on it, but understand it once went to Death Valley. I'd like to check it out sometime and look over some prospects nearby.

WHIPPOORWILL SUMMIT VEHICLE ROUTE

- H This road goes to mining claims and three cabins on the top of the mountain just south of Whippoorwill Summit. The first cabin along the road belongs to Dell Braden of Big Pine. There are the remains of a very old building made of hand hewn timbers on the side of a gentle, grass covered basin on the mountain top.

All of the following routes were once part of the old county road system, comprising a right-of-way established well back in the last century. The heavy tanks and machinery for the Borax Works must have been brought in this way because until 1913 when the salt company built a road down San Lucas Canyon this was the only access to Saline Valley with wheeled vehicles.

These routes were chosen because they could be maintained by hand in a passable condition, and came through the lowest pass from the north, unlike the present county road. These features make this old, traditional right-of-way as important in the future development of Saline Valley as it has been in the past.

- I This road was an alternate or the main route at various times into Saline Valley. The road is about four miles long and climbs from Waucoba Spring through a pass at 6,500 feet, then descends a wash onto Jackass Flats where it joins the Jackass Flats road in Marble Canyon.

This pass is 800' lower than Whipoorwill Summit, and the only steep part of this road from Waucoba Spring to the summit is south facing so would be rarely closed by snow.

In contrast, the north road into Saline Valley in the past two years has been closed more than it has been open, due to snows and flash floods.

If only three miles of the old route from Waucoba Spring to where Opal Canyon meets Marble Canyon were repaired this would provide an alternate road in and out of Saline Valley 800' lower, no longer, with only three miles, altogether, through canyons where it would ever need maintenance.

- J This road descends through a narrow pass to a chaparral covered playa in a valley east of Jackass Flats. There is a large tin cabin on the edge of the playa. The road crosses the playa and descends a gentle wash where it merges with 'K', the road between Jackass Flats and Saline Valley.

The tin cabin road 'J' has been maintained with a road grader in the past. This is obvious along the flat and still visible in the wash. The route is gentler than 'K' from Jackass Flats and may have been less likely to wash out. When I came through here in the spring of '84 the road was in good condition.

This valley with the tin cabin at the edge of the playa has always been appealing to me and I've wanted to camp here and explore the western part of the Saline Mountains; this would be the best place to start from.

- K This part of the old right-of-way into Saline Valley descends from the south end of Jackass Flats down a wash into the valley to the site of Rattlesnake Cabin.

The road is closely confined on the bottom of a steep-walled canyon and emerges shortly before the canyon reaches Waucoba Wash. The emergence is at two places where long ago the wall was blasted and cribbed to provide outlets.

The first place where the road emerges coming down hill is steeper and not advisable for autos, but the next one is easy. There is a place shortly before you emerge that is cribbed with rocks. Although I've always driven over this without trouble, it needs work.

After emergence the road has some switchbacks descending steeply to Waucoba Wash. The road continues down this wash half a mile (very rough) to cut up the back and proceed to the southwest. Here on the road is in good condition for nearly half a mile as far as Rattlesnake Cabin.

This pass is 1,300 feet lower than Whippoorwill Summit and although not maintained in fifty years or more was still passable in the spring of '84.

Rattlesnake Cabin was the crossroads of Saline Valley during the turn of the century. From that spot roads radiated in every direction.

To the northwest a road went about six miles to Waucoba Springs. To the southwest was a road to the Emma Mine. Due south was a road to Saline Valley that had a branch to the Bunker Hill and Blue Monster mines and farther down to Willow Creek.

An acquaintance of mine, 93 years old, has a picture of Rattlesnake Cabin taken in 1913. There were screwbean trees growing next to the cabin. Since these trees grow only where water is not far underneath the climate must have been wetter then, for the nearest screwbean now is at Willow Creek. The only things left of Rattlesnake Cabin now are a few boards and the remains of a water tank,

This site today is a bewildering maze of roads and gullies, for every time a road washed out another one was graded along a different path to take its place. Many people have told me that they tried to find the old wagon road, but couldn't find their way through here.

The only way I know to get through is to cross the wash immediately west of the cabin site. This wasn't easy when I last came through. This spot needs a lot of work, but from here you can easily drive to the main road.

Several people I know consider a trip through this pass very challenging and interesting, like a SALINE-EUREKA trip. There are many things of interest along this route. Placer mines in Marble Canyon. An earthquake crack on Jackass Flats. Widely scattered outcroppings of lead-silver ore at the south end of the flats where there is a tax-paper shack, the tin cabin, and fine scenery provided by these broad flats surrounded by mountains.

This pass as far as Marble Canyon is lower in elevation than even the south pass out of Saline Valley. Studies of weather and sunspot history have convinced many scientists that we are now coming into a wetter period like the last one nearly a century ago. This might be the only practical pass to provide an all-weather road out of Saline Valley in the north.

-L In the early '70's this road was passable by 2-wheel drive. It is now washed out where it drops into Waucoba Canyon. Near the end of the last century the road was used for hauling water to Rattlesnake Cabin for livestock.

-N This is part of the old road through Saline Valley. The reason it swings to the east is obvious if you look at the topo map or go there yourself. There are two canyons which drain a large area that emerges onto the present county road there. Whenever there is a heavy rain these canyons blanket the county road for over a mile of its length. Many times the road has been closed due mainly to damage to this section, especially in the last few years.

Every time there was a heavy rain, so they swung the road around to where it had to cross only one wash, which was far enough from the mountain to have sand, not boulders.

There have been a considerable number of times when many others as well as myself could well have used the old road here, and I recommend that the BLM fix it, not close it.

EUREKA-SALINE: Summary and recommendations.

The most sensitive issue here is cultural resources, in this case petroglyphs and Indian sites.

Until a ranger can stand guard at every site, the best way to protect them is through educating the people to appreciate and preserve them, and to develop a spirit of trust and cooperation with the people who visit these places.

It is through a watchful public with these characteristics that such sites will best be preserved, not by an occupation police who close off access to cultural sites that people have always driven to, with the result that those who are not good hikers can never see them again.

The valley above the warm springs to the summit of the pass has always been the playground for people coming to the springs. That region has been traveled by more vehicles than any other recreational area in Saline Valley; despite this travel there has been no impairment of wilderness values.

I'd like to remind the BLM that Wilderness Interim Management Policy prohibits the implementation of wilderness management measures solely because the lands are under wilderness review. Existing uses may be restricted only if it is determined that such uses are impairing wilderness suitability, or to minimize damage to other resources.

Both the existing uses and the lack of impairment of wilderness suitability, or damage to other resources, could easily be established by witnesses, aerial and other photos, documents, or on site inspection.

Until such time and by due process of law, this region may actually become a wilderness Area, I recommend that the status Existing Routes of Travel be allowed. Under no circumstances should the road to the only source of water one can drive to at Marble Bath, be closed. On more than one occasion my vehicle's radiator has boiled over or sprung a leak when it was due only to a local water source that I could proceed.

The importance of water when considered with the complete lack of impairment to wilderness values by all those who have come here before leaves no choice but to keep open the route to historic and strategic Marble Bath.

I recommend that all the routes of the old county right-of-way between Jackass Flats and Saline Valley be left open. It only stands to reason that this lowest pass from the north which was so important to Saline Valley in the past might be so in the future.

I recommend that the border of the Wilderness Area (proposed) be moved east to the N-S line between Range 37E and 36E for the following reasons:

(1) Much of the region west of the line does not qualify for wilderness consideration because it is not roadless even according to the BLM's strict definition.

(2) The south half of Jackass flats all the way across to the present county road and beyond is mineralized, for I've found mineralized outcroppings and prospects widely scattered over this region. This mineralized character is clearly shown on BLM maps of Potential for Locatable Minerals.

(3) The present border of the Wilderness Area crowds the present county road up against foothills where there is no room to maneuver in improving the road or moving it out of necessity.

(4) If this advice is followed, as well as the advice on the Eureka-Saline routes, conflicts with the present and future uses of this area will be minimized, enforcement much facilitated, and there will be much more reason for the BLM to have the trust and cooperation of the people who use the Saline Valley.

California Desert District
1695 Spruce Street
Riverside, California 92507

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(C-060.2)

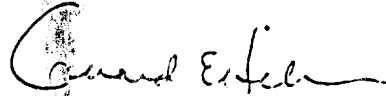
MAY 31 1985

Memorandum

To: State Director (C-910)
From: District Manager, California Desert
Subject: 1984 Amendment Decision


Enclosed is the Record of Decision for the 1984 Amendment Review of the California Desert Plan indicating my approval of the amendments.

The enclosed document is provided for your review and concurrence.



Enclosure

I concur with the California Desert District Manager's amendment decisions attached.



State Director, California Desert

RECORD OF DECISION

The 1984 amendment review of the California Desert Conservation Area Plan was conducted in accordance with Bureau of Land Management Planning Regulations, 43 CFR 1600 as amended November 23, 1981 (FR, Vol. 46, P. 57448), with the procedures set forth in Chapter 7 of the CDCA Plan 1980, and with the Council on Environmental Quality regulations for implementing the National Environmental Policy Act (40 CFR 1500).

During a 30-day period, from April 16, 1984 to May 15, 1984, approximately 30 amendments were proposed by the public and by the BLM staff. These were screened by BLM management and were considered by the Desert Advisory Council (DAC) at a public "scoping" meeting held in Barstow on May 17, 1984. Five amendments were accepted for consideration in the Draft Environmental Assessment (EA). The remainder were rejected, deferred, or could be handled through other administrative processes.

The public comment period on the Draft EA extended from December 12, 1984 to February 11, 1985. Twenty-one written comments were received. Oral comments were accepted at the November meeting of the Advisory Council in Lancaster. The DAC gave its recommendations at the Feb. 14, 1985 public meeting in San Bernardino.

The preferred alternatives for Amendments 1D, 1F, and 4 have been changed from those recommended in the Draft EA. Amendment 1D, expansion of the Jawbone-Butterbrecht ACEC, was rejected because planned land exchanges in this area should be completed prior to consideration of this boundary adjustment.

Amendment 1J, expansion of the boundary of the Salt Creek Pupfish/Rail Habitat ACEC, was approved with the modification that only the public lands within the proposed boundary would actually be part of the ACEC.

Amendment 4, the Coso Utility Corridor, was changed slightly to add a small expansion on the south edge of the corridor adjacent to the Naval Weapons Center. This will facilitate the placement of a transmission line through a mountainous area.

The combination of approved amendments comprises the fourth amendment to the Desert Plan. Each component amendment is described below. The environmentally preferred alternative is identified except when there is no significant difference. Proposed amendments which were either rejected or deferred are described in Appendix B of the Draft EA. A summary of public comments is given in the Appendix to this Record of Decision.

AMENDMENT 1C

LAST CHANCE CANYON ACEC (No. 21)

Proposed Amendment:

Adjust boundary to include section 28, T28S, R38E (environmentally preferable alternative).

Other Alternatives Considered

No Action

Decision

Accept Proposed Amendment

Rationale

Acceptance of the new boundary will permit increased protection of sensitive cultural resources, including a rock shelter, a quarry, and temporary campsites. These resources are being damaged by recreationists, in spite of the closure of this area to vehicle use by the Interim Management Plan, 1976. This section falls within a recommended wilderness area, WSA 164; incorporation into ACEC 21 will allow added protection until Congressional designation.

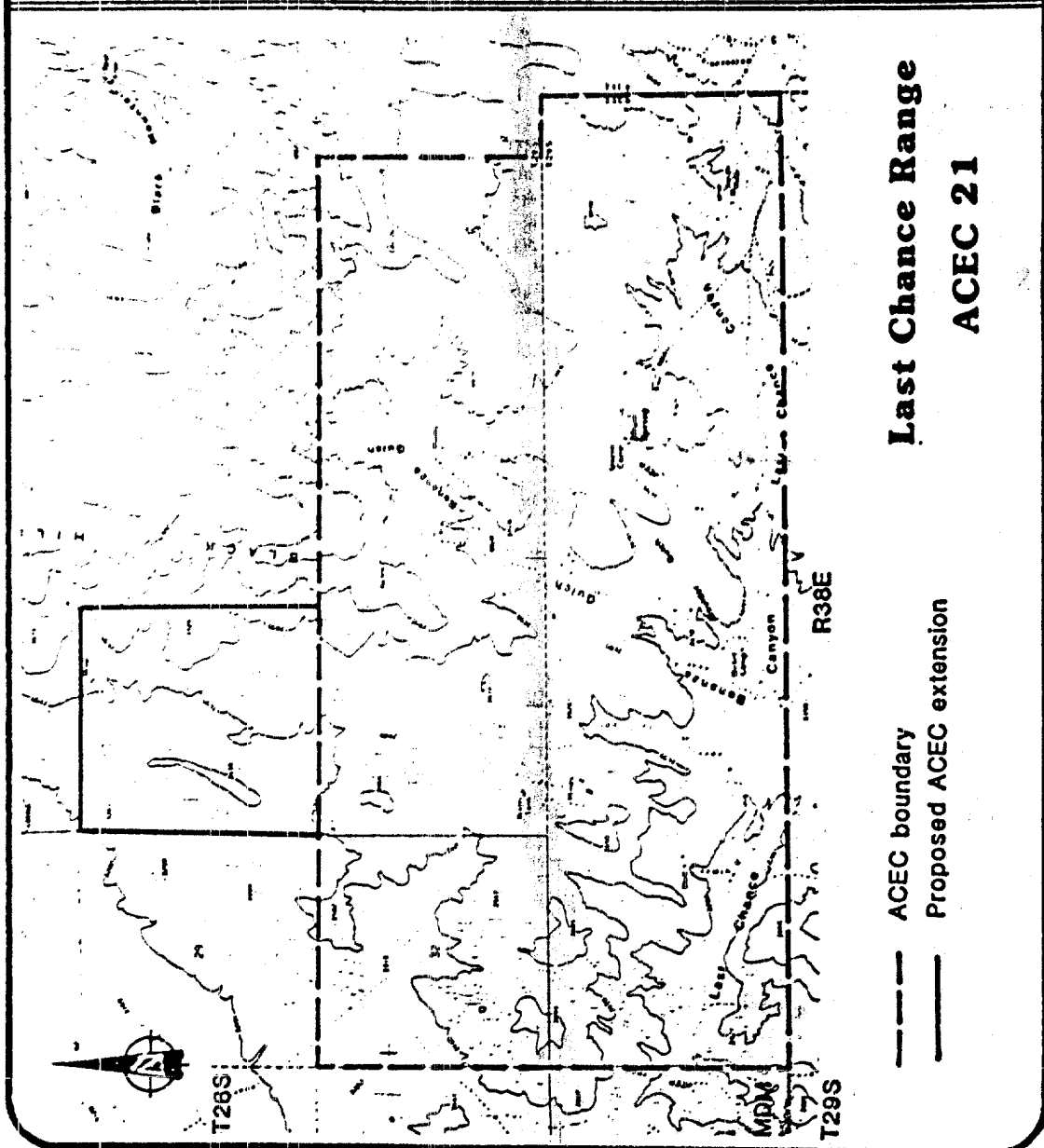
Implementation Needs

None

Conrad Ebeling
District Manager

5/17/85
Date

AMENDMENT 1c





United States Department of the Interior

BUREAU OF LAND MANAGEMENT
CALIFORNIA STATE OFFICE
2800 Cottage Way
Sacramento, California 95825

IN REPLY REFER TO:
2064.5
CA-930.1

JUN 28 1985

County of Inyo
Board of Supervisors
Courthouse
Independence, CA 93526

RECEIVED
JUN 1 AM 10 21
CLERK OF THE BOARD

Dear Sirs:

The Interior Board of Land Appeals has returned your notices of appeal to this office because they had been improperly filed with the Board. The relevant regulation, 43 CFR 4.411(a), requires that a notice be filed in the office of the officer who made the decision being appealed, not the Board.

We are, therefore, returning your appeal. We must reiterate our position that your appeal is not appropriate to this process. The wilderness recommendations are preliminary and were developed during the 1980 California Desert and 1984 Benton-Owens Valley/Bodie-Coleville plan processes, and are therefore, not subject to appeal (43 CFR 1610.5-2[a]). No final wilderness decision has been made upon which an appeal can be filed. In practicality Congress makes the final wilderness decision which obviously, is beyond the administrative appeals process. The Secretary of Interior will file the final Wilderness EIS's with a 30-day public comment period provided at that time to allow the public to express interests and concerns on the findings and recommendations contained in the document. We anticipate the Final Environmental Impact Statement will not be completed until late 1987.

Should you have any questions regarding the appropriate regulations governing the appeals process, please contact the Bakersfield or California Desert District Managers.

Sincerely,

E. J. Hastey
Ed Hastey
State Director

SEARCHED _____
SERIALIZED _____
INDEXED _____
FILED _____
JUN 28 1985
FBI - BAKERSFIELD

Enclosure:
As stated

*I would be
willing to meet
with you concerning
this - E.J.*

cc: DM, Bakersfield w/o encl.
DM, CDD w/o encl.

FF/352
Info 7/9

100-6

Document 109 - Page 1 of 1
7/7/85

RESOLUTION 85-102

A RESOLUTION OF THE BOARD OF SUPERVISORS OF INYO COUNTY SUPPORTING THE NOMINATION OF SUPERVISOR CALKINS TO THE BUREAU OF LAND MANAGEMENT'S BAKERSFIELD DISTRICT ADVISORY COUNCIL

WHEREAS, Supervisor Larry Calkins has been nominated to the B.L.M. Advisory Council Bakersfield District; and,

WHEREAS, Supervisor Calkins has been a member of the Inyo County Board of Supervisors for a period in excess of three years; and,

WHEREAS, during these three years Supervisor Calkins has become familiar with the plans and programs of the B.L.M. and could contribute greatly as a member of the Advisory Council.

NOW, THEREFORE, BE IT RESOLVED, that the Board of Supervisors of the County of Inyo do hereby recommend Supervisor Larry Calkins be appointed as a member of the B.L.M., Bakersfield District Advisory Council.

PASSED AND ADOPTED this 22nd day of October, 1985 by the following vote:

AYES: Supervisors Johnson, Campbell, Bremner & Calkins
NOES: None
ABSENT: Supervisor Irwin

ATTEST: MICHAEL B. HANFORD,
Clerk of the Board

By *Kelli Lanshaw*
Kelli Lanshaw,
Deputy

Committee, Board of Supervisors
Date *10/22/85*

10/22/85



IN REPLY
REFER TO:
8340(C-065.41)

United States Department of the Interior

BUREAU OF LAND MANAGEMENT
Ridgecrest Resource Area
112 East Dolphin Street
Ridgecrest, California 93555

RECEIVED

DEC 5 1985

INXD 00 PLANNING DEPT.

STAFF REPORT

Title: Off-Road Vehicle Trails Report for the Ridgecrest Resource Area

Date: October 23, 1985

Author: Stan Zuber, Ridgecrest Resource Area

This Report is designed to set up a framework for the long-term development of an off-road vehicle (ORV) trail system within the Ridgecrest Resource Area. The report will be used to establish priorities for signing ORV trails and the development of State Off-Highway Vehicle grants for the maintenance of identified routes.

In September 1984, the Off-Highway Motor Vehicle Recreation Commission adopted the California OHV Statewide Trails Plan which had been developed by EDAW, Inc. This plan is to be used as a conceptual guide by the Division of Off-Highway Motor Vehicle Recreation (OHMVR) when considering funding for trail acquisition, development, and staging areas for off-highway recreational activity. The proposed system incorporates the needs and desires of California's off-highway vehicle recreationists and builds upon the existing off-highway vehicle trail and use area resources in the state.

This year the Ridgecrest Resource Area has completed the route designation process for the entire Resource Area. This process determined which routes of travel will remain either open, closed, or limited to vehicles. With the completion on the designation of routes of travel throughout the Resource Area, we are now looking at those routes that are designated and determining how they can be used to meet the needs of off-highway vehicle recreationists.

For the purpose of this Report the Resource Area was divided into eight (8) areas: Eureka, Saline, Panamint, Sierra Canyons, Red Mountain, El Paso Mountains, Jawbone-Dove Springs, and Rand. Each area will be addressed separately.

Eureka Area:

In this area four routes have been identified for off-road vehicle recreational use: F-89, F-119, F-68 (Horse Thief Cyn), and F-72. These routes provide access within the Piper Mountain area. All routes are on public land or state land, and are designated as open routes of travel. These routes will receive priority for route signing in this area.

The Eureka-Saline route (F-94) has been identified as a possible route for inclusion in the California OHV statewide Trails System.

Saline Area:

The routes identified in the Saline area are located in the southern portion of the area. This is because most of the routes in this area are either deadend routes going to mining claims or are county maintained roads. In most cases the routes identified will create loop routes with the use of the county roads. The routes identified for off-road vehicle recreational use are: S-34, S-60, S-85, S-86, S-95, S-111 & S-112. All routes are on public land and are designated as open routes of travel. Route S-34 is not passable by 4-wheel drive vehicles at this time due to a washout. These routes will receive priority for route signing and route S-34 will be evaluated for maintenance and reopening.

The Eureka-Saline route (F-94) has been identified as a possible route for inclusion in the California OHV Statewide Trails System.

Panamint Area

In the Panamint Area, most of the routes are subject to flash flooding and are maintained by local residents. The routes identified in this area will be evaluated for possible realignment for continued use.

The routes identified in this area for off-road vehicle recreational use are: P-62, P-63, & P-64 (Tuber Canyon), P-66 (Jail Canyon), P-71 (Surprise Canyon), P-81 (Pleasant Canyon), P-88 & P-142 (South Park Canyon), P-152 (Goler Wash), P-103 (China Road), and P-130, P-168 & P-170 (Manly Pass).

South Park Canyon, P-142, will be evaluated for possible reopening to allow 4-wheel drive usage. At the present time only motorcycles can pass through the canyon.

At this time no routes have been identified for inclusion in the California OHV Statewide Trails System. However, there are several routes within the Panamint Valley that can be considered for inclusion in the statewide system.

Sierra Canyons Area

The California OHV Statewide Trails Plan has identified a trail corridor that parallels U.S. 395 from Freeman Junction to Olancho. The abandoned Southern Pacific railroad right-of-way will be studied for possible acquisition for inclusion into the statewide system. This right-of-way would then be used as a focus for signing routes which lead into the Sierra Canyon.

The routes identified in the Sierra Canyons for off-road vehicle recreational use are: SE-93 (Portuguese Canyon), SE-97 (Sacatar Trail), SE-117 & SE-118 (Sand Canyon), and SE-152 & SE-164 (Indian Wells Canyon).

The Olancho Dunes Open Area will be studied for possible development as a staging area for the Statewide Trails System. The following routes of travel have also been identified for off-road vehicle recreational use within the Olancho area: SE-8, SE-9, SE-10, SE-12 & SE-13. These routes will receive priority for route signing in this area.

Red Mountain Area

The Red Mountain Area contains the Spangler Hills Open Area. This Open Area will be evaluated to resolve potential problems with off-road vehicles crossing the Trona Railroad tracks. Also, the Randsburg Wash Road will be examined for establishing a permanent road crossing for off-road vehicles as part of the California Statewide Trails Plan. However, the following routes of travel north of the Randsburg Wash Road have been identified for off-road vehicle recreational use: RM-143, RM-138, RM-214, RM-215 and RM-217.

In addition to the above listed routes, the following routes of travel within the area of Red Mountain have been identified for off-road vehicle recreational use: RM-23, RM-44, RM-50, RM-55, RM-84, RM-85, RM-93, RM-112, RM-121 and RM-127. Portions of these routes do cross private land and are designated as open routes of travel. These routes will receive priority for route signing in this area.

El Paso Mountains Area

The El Paso Mountains have been a long time favorite area for 4-wheel drive recreational vehicle use. The objective within this area will be to identify routes of travel that will create a loop type system throughout the El Paso Mountains. The routes of travel that are identified for off-road vehicle recreational use are designated as open to vehicle use, and a portion of one route does cross private land. The routes identified are: EP-18, EP-21, EP-26, EP-38, EP-39, EP-49, EP-46, EP-51, EP-55, EP-79, EP-80, EP-102, EP-132, EP-100, EP-170, EP-173, EP-177, EP-168, & EP-167.

Jawbone Dove Spring Area

The Jawbone-Dove Spring Area receives more individual off-road vehicle free play than any other area within the Resource Area. This area includes the Jawbone Canyon and Dove Springs Open Areas. All routes of travel that are designated open to vehicles are currently signed. After the route designation was completed for this area in 1983, it was determined that other routes of travel are required for better management of ORV use in this area. The routes are:

1. A route of travel from Bird Springs to Dove Springs Road that parallels the Kelso Valley Road. This route is needed to allow north-south travel and keep unlicensed off-road vehicles off the county road.
2. A route of travel from the Kelso Valley road west to the Sequoia National Forest. This route is needed to allow off-road vehicle access from Kelso Valley west to National Forest lands by unlicensed off-road vehicles traveling off county roads.
3. A route of travel along the west boundary of the Dove Springs Open Area. This will aid off-road users in identifying the boundaries of the open area.

4. A route of travel along the north boundary of the Jawbone Canyon Open Area. This will aid off-road users in identifying the boundaries of the open area.

Some construction of the new routes will be involved in establishing the above routes. The designation of these routes will only take place when funding from California OHV grants are made available.

The Barren Ridge route SC-301 and route SC-294 have been identified as possible routes for inclusion in the California OHV Statewide Trails System.

Rand Area

The Rand Mountains Area in the past has been primarily used for competitive ORV events. However in recent years the individual free play ORV activity has been increasing within the area. Before the completion of the California Desert Plan this area was designated "Open" (vehicle travel permitted anywhere) to vehicle use, with the completion of the California Desert Plan this area was limited to existing routes of travel for vehicle use. The objective in this area is to identify this area as "Limited Use" for vehicle travel and begin signing routes of travel. The routes identified for off-road vehicle recreational use are: R-3, R-34, R-45, R-55, R-53, R-52, R-88, and R-91. In addition to these routes, routes of travel that lead into the Randsburg area will be identified to tie in with the California OHV Statewide Trails System.

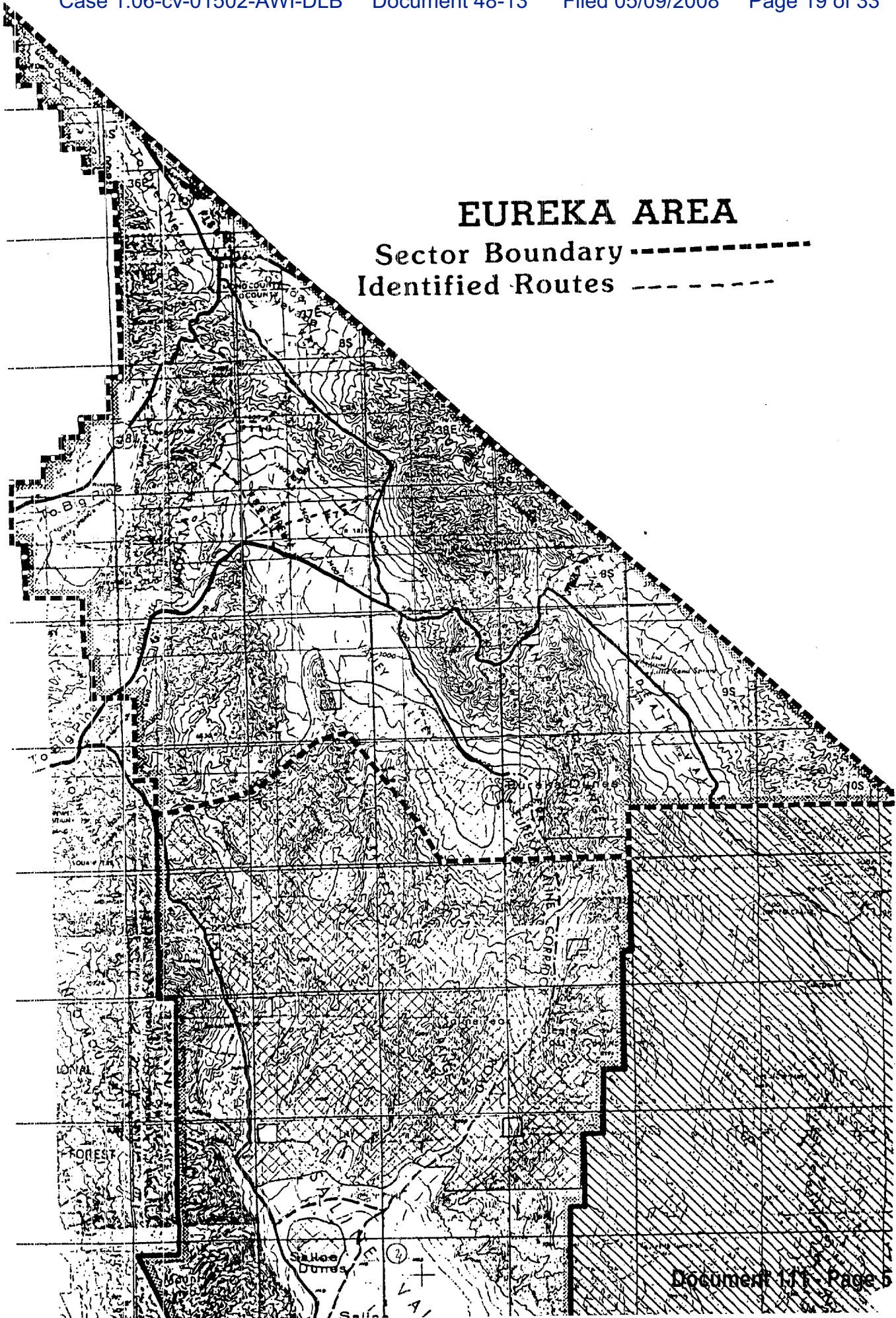
The Bean Canyon area, which is located west of Mojave was once a popular off-road area in the past. This area was closed to vehicle use because of private property. There is public land within Bean Canyon, and this area could again provide an off-road vehicle area close to a large urban area. Therefore, this area will be studied for its feasibility to reestablish an ORV area.

This report will serve as a guide for the development and implementation of the Ridgecrest Resource Area's route designation and off-road vehicle programs. Through this report we will develop a California State OHV Grand proposal for major projects. With the exception of the Jawbone-Dove Spring Area, no new trail constructions at this time is proposed within the Resource Area.

Stan Zuber

EUREKA AREA

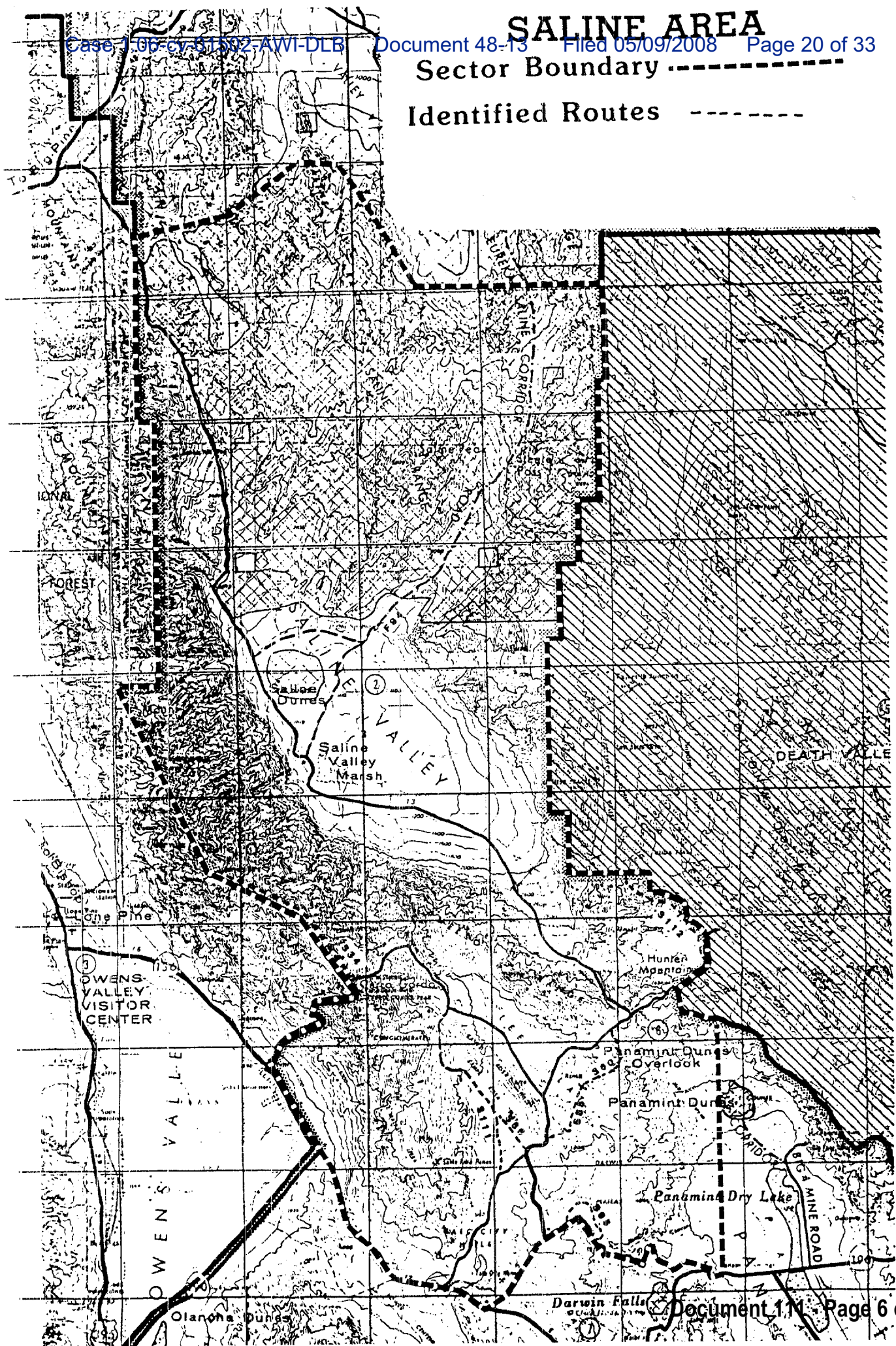
Sector Boundary - - - - -
Identified Routes - - - - -



SALINE AREA

Sector Boundary -----

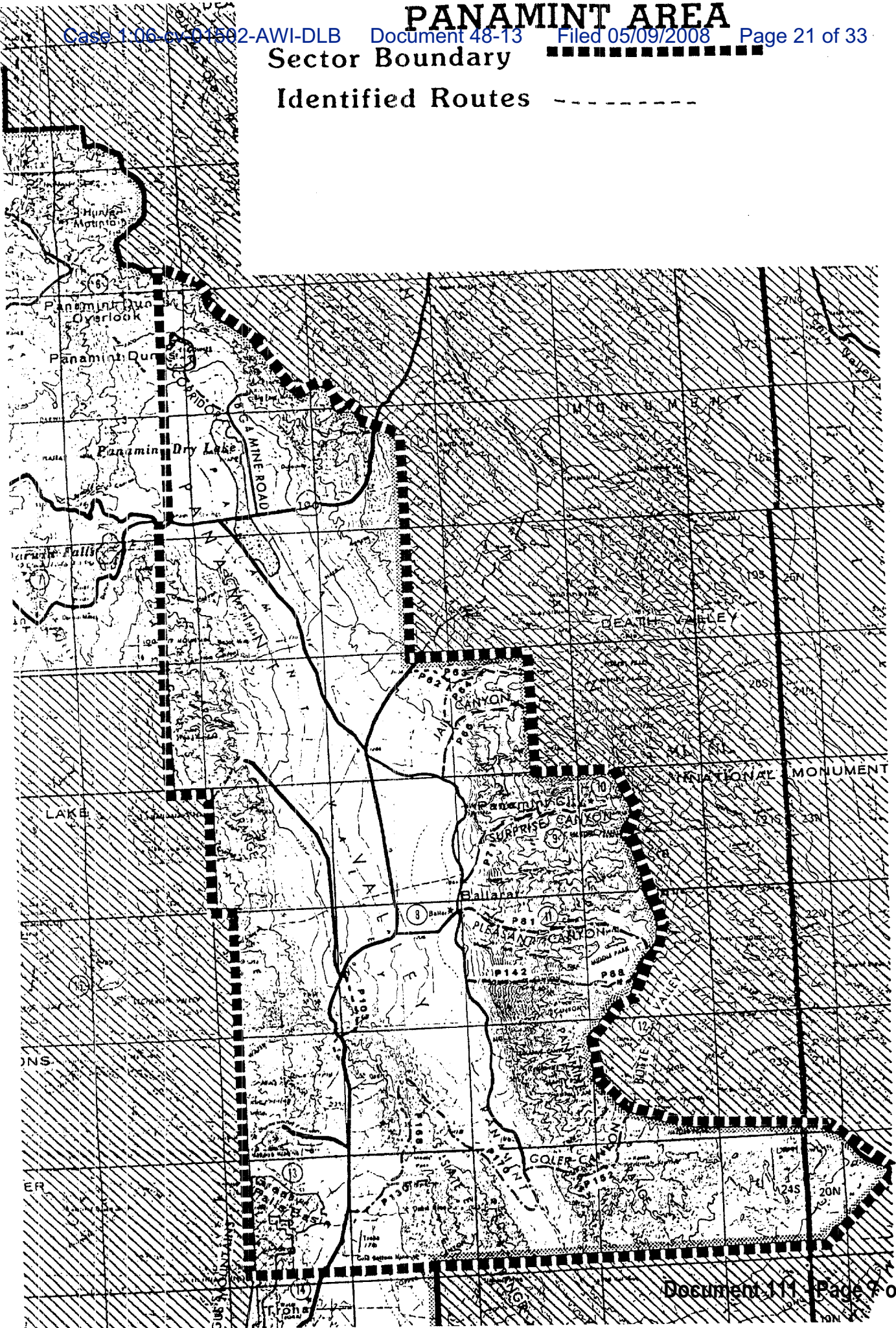
Identified Routes - - - - -

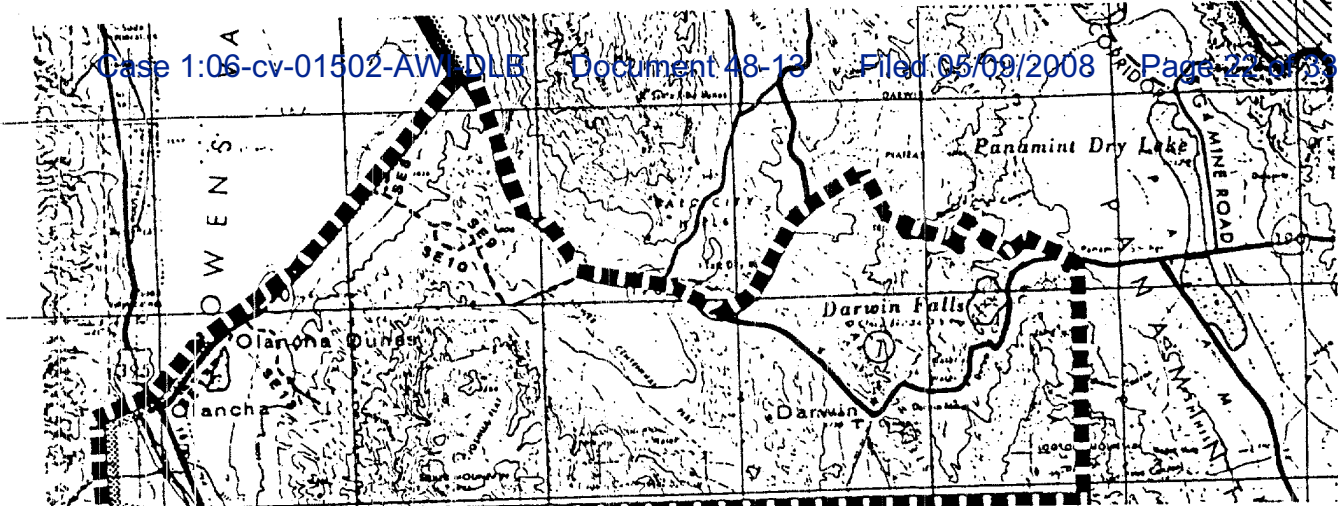


PANAMINT AREA

Sector Boundary

Identified Routes



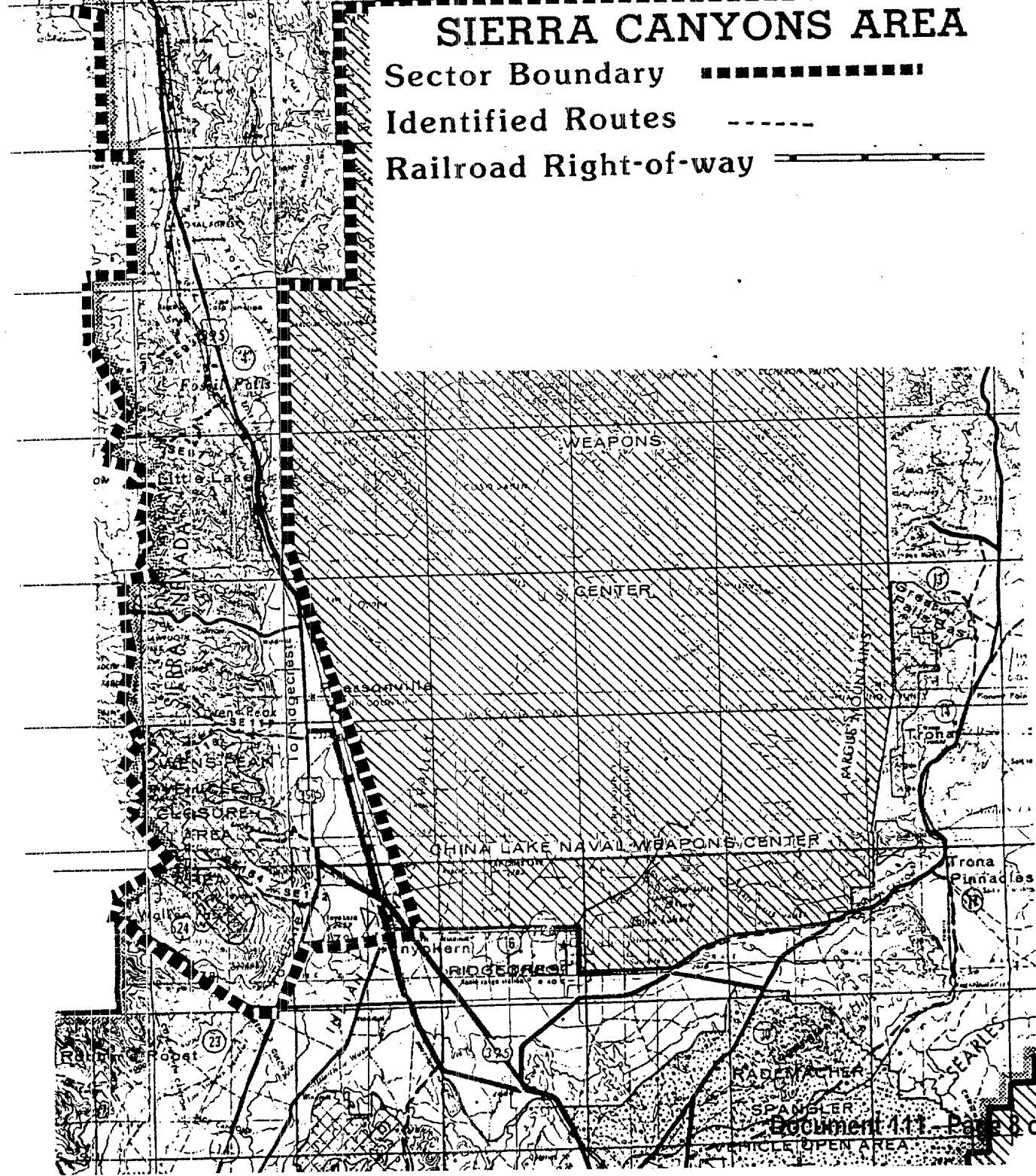


SIERRA CANYONS AREA

Sector Boundary **-----**

Identified Routes **-----**

Railroad Right-of-way **====**



EL PASO MOUNTAINS AREA

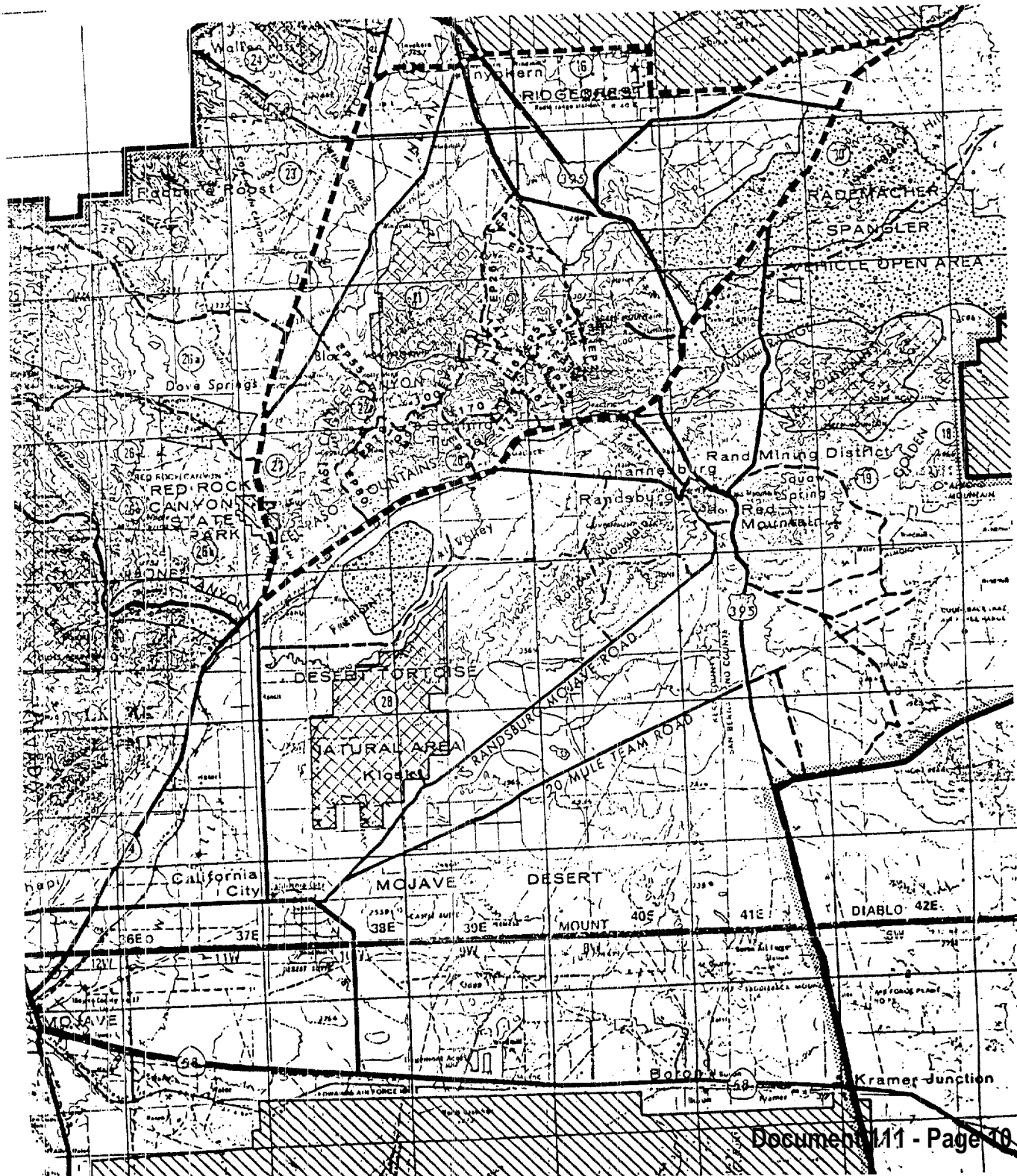
Case 1:06-cv-01502-AWI-DLB
Sector Boundary

Document 48-13

Filed 05/09/2008

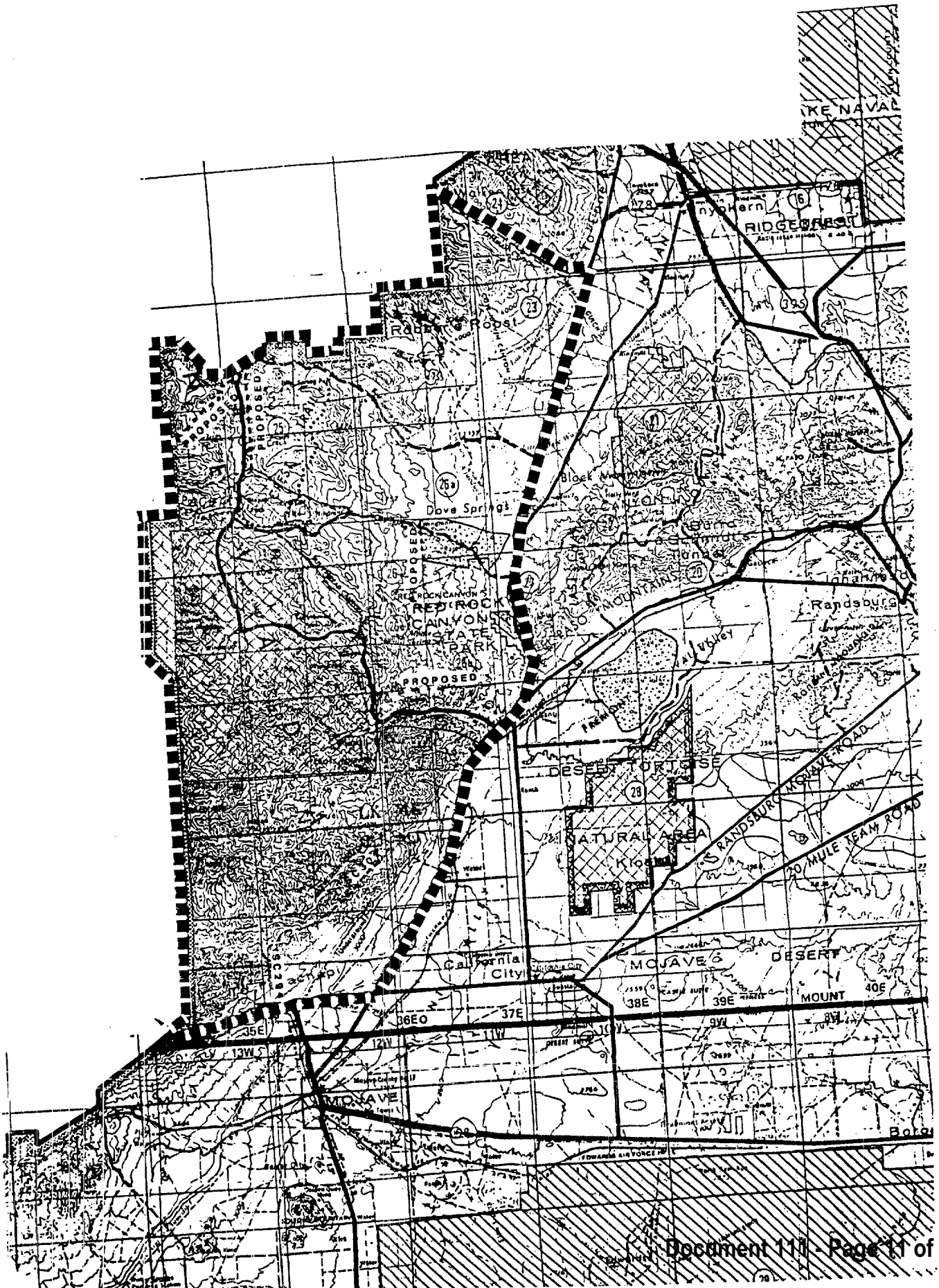
Page 24 of 33

Identified Routes -----



JAWBONE-DOVE SPRING AREA

Sector Boundary Identified Routes

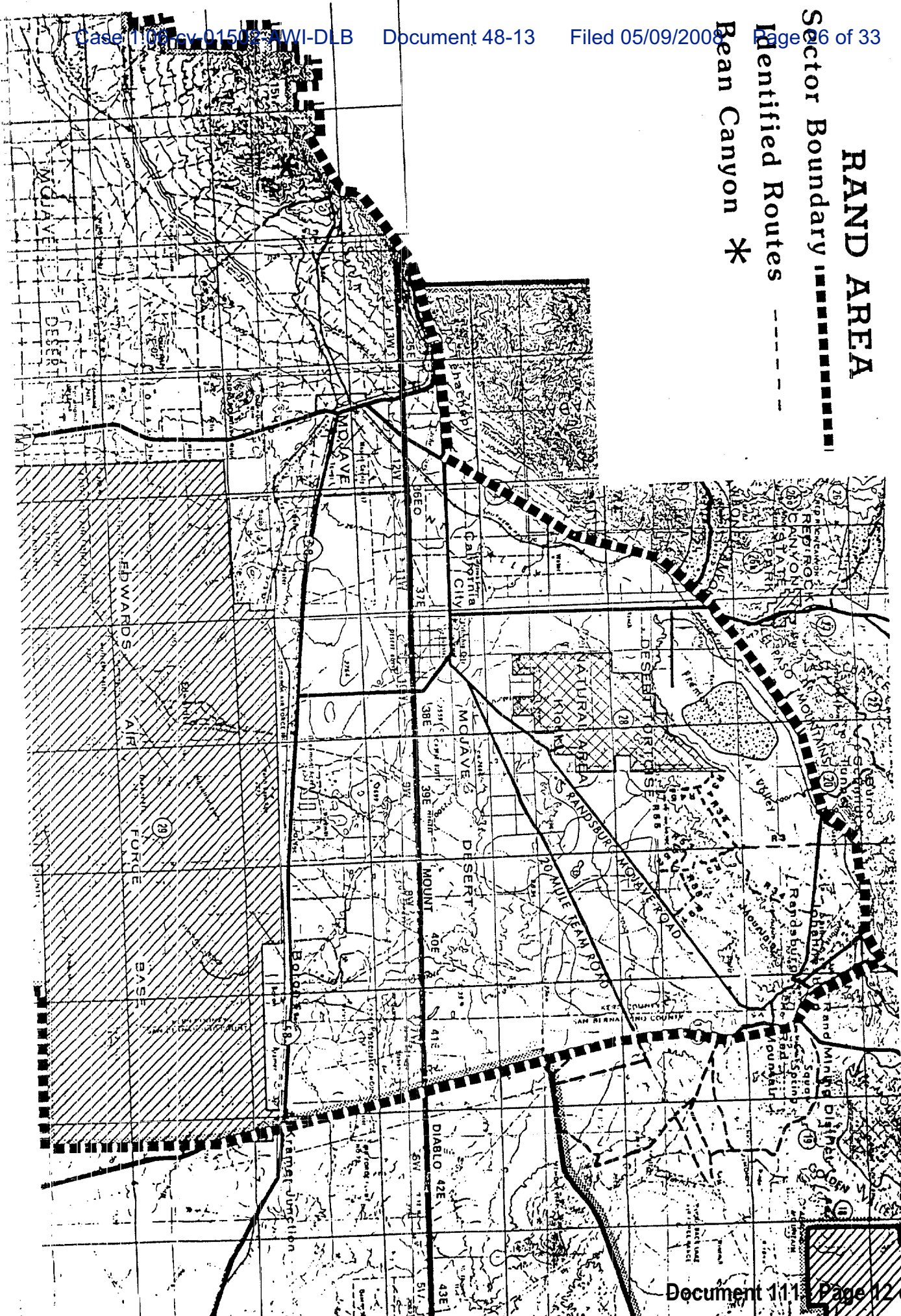


RAND AREA

Sector Boundary

Identified Routes

Bean Canyon *





United States Department of the Interior

BUREAU OF LAND MANAGEMENT
 Ridgecrest Resource Area
 112 East Dolphin Street
 Ridgecrest, California 93555

RECEIVED

DEC 5 1985

INYO CO. PLANNING DEPT.

DEC 2 1985

8342(C-065.41)

Dear Public Land User:

In a September 13, 1985 letter, we advised the public that the Ridgecrest Resource Area was in the process of updating the Kelso Vehicle Access Map and sent out almost 400 copies of the map. As a result of public comments, the following are the proposed route additions or deletions for the area covered by the Kelso Map.

<u>Route</u>	<u>Proposed Decision</u>
1. SC334 which extends from route SC51 to Hwy 14.	Route will be added to provide access to route SC51 from Hwy 14 without crossing private land.
2. SC18 which extends from route SC120 to the Scodie Mountain portion of the Sequoia National Forest.	Route will be added to provide access to the Sequoia National Forest.
3. SC34 which extends from Kelso Valley to the Piute Mountains portion of the Sequoia National Forest.	Route will be added to provide legal access for off-road vehicles from Kelso Valley to the Sequoia National Forest.
4. SC111 located at Dove Springs.	Existing route SC111 will be extended to connect routes SC141 & SC103 in Dove Spring Wash.
5. Kelso Valley Road.	Construct a route from route SC120 south to route SC103. This route will parallel the the Kelso Valley and provide legal access to routes SC120, SC37, SC47 and SC103.
6. Northern Jawbone Open Area boundary.	Construct a route along the northern boundary of the Jawbone Cyn Open Area, to define the open area boundary.
7. Western boundary of the Dove Springs Open Area.	Construct a route along the western boundary of the Dove Springs Open Area, to define the open area boundary.
8. Route between SC251 & SC123	A route between routes SC251 & SC123 will be added. This route parallels the Jawbone Cyn road which will provide legal access between Hoffman Cyn and Butterbredt Cyn.

9. SC287 in the Middle Knob Area. Route will be added to provide a connection between routes SC288 and SC294, thus creating a loop route.
10. SC301 Barren Ridge Area. Route SC301 will be extended south along Barren Ridge to route SC294. This extension is necessary to provide for the extension of the California Statewide Trails System.
11. SC180 located at Dove Spring Open Area. Route will be added to provide access between route SC47 and the Dove Spring Open Area.
12. SC337. Upon field examination, route SC337 did not exist between the powerline road and the aqueduct. This route will be removed from the map.
13. SC87. Upon field examination, route SC87 did not exist between the powerline road and route SC5. This route will be removed from the map.
14. SC40. Upon field examination, route SC40 did not exist between routes SC328 & SC94. This route will be removed from the map.
15. Kelso Valley Road. A route was proposed between routes SC103 & SC123 to parallel the Kelso Valley Road. The route was rejected because the route was within the BLM and Onyx Ranch closed area agreement boundary.
16. SC98 Old Harris Grade Road. This route was proposed between Kelso Valley Road and the Sequoia National Forest. This route was rejected because the route is within the BLM and Onyx Ranch closed area agreement boundary.
17. SC125 Pinyon Mountain. This route was proposed between routes SC123 & SC103. This route was rejected because the route is within the BLM and Onyx Ranch closed area agreement boundary.
18. SC122 Butterbredt Peak. This route was proposed to extend from the Sequoia National Forest boundary along the ridge to Butterbredt Peak to route SC123. This route was rejected because the route is within the BLM and Onyx Ranch closed area agreement boundary.

The above routes are located on the enclosed map. We are conducting a final 30 day public review of these preliminary route decisions. If you have any comments concerning these proposed decisions please forward them to the Ridgecrest Resource Area Office.

You will also find two (2) additional items enclosed: A summary description of the Jawbone Canyon - Dove Springs State OHV Project revision and an Off-Road Vehicle Trails Report for the Ridgecrest Resource Area. In 1983, the Ridgecrest Resource Area applied for a \$1,991,000 OHV grant from the State of California. We are now asking the State to approve a rescoping of the 1983 proposal as described by the enclosed project summary.

The Off-Road Vehicle Trails Report for the Ridgecrest Resource Area is a staff report that sets up the framework for the long-term development of an off-road vehicle (ORV) trail system within the Ridgecrest Resource Area. With the completion of the designation of routes of travel throughout the Resource Area, we are now looking at those routes that are designated and determining how they can be used to best meet the needs of off-highway vehicle recreationists.

If you have any comments concerning the proposed route decisions for the Kelso Map, please forward them to our office by January 10, 1985. If you have any questions or want to discuss the enclosed material, please feel free to contact Steve Smith or Stan Zuber of my staff.

Sincerely,

Richard S. Smith
Patricia E. McLean
Area Manager

actina

Enclosures: (1) Kelso maps
(2) OHV Trail Report
(3) Jawbone OHV Project Summary

RECEIVED

Jawbone Canyon - Dove Springs State OHV Project

DEC 5 1985

BLM - Ridgecrest Resource Area

INYO CO. PLANNING DEPT.

- A. Original project submitted in 1983
 - 1. Three phase project with total cost of \$1,991,000 for large area with high ORV use located 1½ hours north of Los Angeles.
 - 2. Original project involved land acquisition and construction of a sanitation facility.
 - 3. OHV Commission approved project and State Legislature budget \$554,000.

- B. Project rescoping
 - 1. Need to redict project actions due to problems associated with land acquisition.
 - 2. Want to initiate work on actions that can benefit OHV users and management of the public land recreational resources.
 - 3. There are 4 proposed project actions.
 - a. Operations and Maintenance to keep available OHV routes useable and stabilize the surface. Planning for sustained, long-term OHV use management with possible use of volunteers and cooperative management agreement with user group(s). Hire some maintenance personnel.
 - b. Visitor Contact Station where users can obtain assistance and area information. Base of operation for project maintenance personnel.
 - c. Construct about 20 miles of new trail to improve OHV riding opportunities and create better route ties to adjacent riding areas.
 - d. Land Acquisition of 2 private parcels next to Visitor Contact Station and other parcels to increase OHV use areas.
 - 4. Of \$554,000 now budgeted
 - a. \$30,600 has been used on 6 other CDCA project.
 - b. Remaining \$523,400 would be used for Parts I,II, and III this year.
 - c. Next Year, would request additional funding for Parts I, III, and IV.

Jawbone Canyon - Dove Springs Project

PART I. Operations and Maintenance - 3 years

Cost

- | | |
|---|------------------|
| 1. Road and trail maintenance and hazard reduction | \$25,000 |
| 2. General maintenance (surface stabilization, signs, etc.) | \$50,000 |
| 3. Visitor Services (maintenance/assistance personnel) | \$80,000 |
| 4. Support (equipment, materials, etc.) | \$8,000 |
| 5. Annual cost of operating Visitor Contact Station | \$3,000 |
| | <u>\$166,000</u> |

YEAR 1

YEAR 2

YEAR 3

Annual Cost	\$166,000	Annual Cost	\$166,000	Annual Cost	\$166,000
Inflation	\$16,600	Inflation	\$25,700	Inflation	\$35,200
Administration	<u>\$34,700</u>	Administration	<u>\$36,400</u>	Administration	<u>\$38,200</u>
	<u>\$217,300</u>		<u>\$228,100</u>		<u>\$239,400</u>

Total 3 Year Cost = \$684,800

PART II. Construction of a Visitor Contact Station

- | | | | |
|---|------------------|--------------------|-------------------|
| 1. Trailer with supplies and hookups | \$90,000 | Visitor Station | \$171,000 |
| 2. Fenced Compound | \$25,000 | Inflation | \$17,100 |
| 3. RV dump station and public restrooms | \$35,000 | Administration | \$35,700 |
| 4. Small interpretive facility | \$1,000 | Total Station Cost | <u>=\$223,800</u> |
| 5. Supplies (medical, facility, etc.) | <u>\$20,000</u> | | |
| | <u>\$171,000</u> | | |

PART III. OHV Trail Construction

- 20 miles of trail construction at \$6,500/mile. First 10 miles to be contracted as part of available \$5523,400.
- Route signs and cattleguards (5) would cost \$3,750.

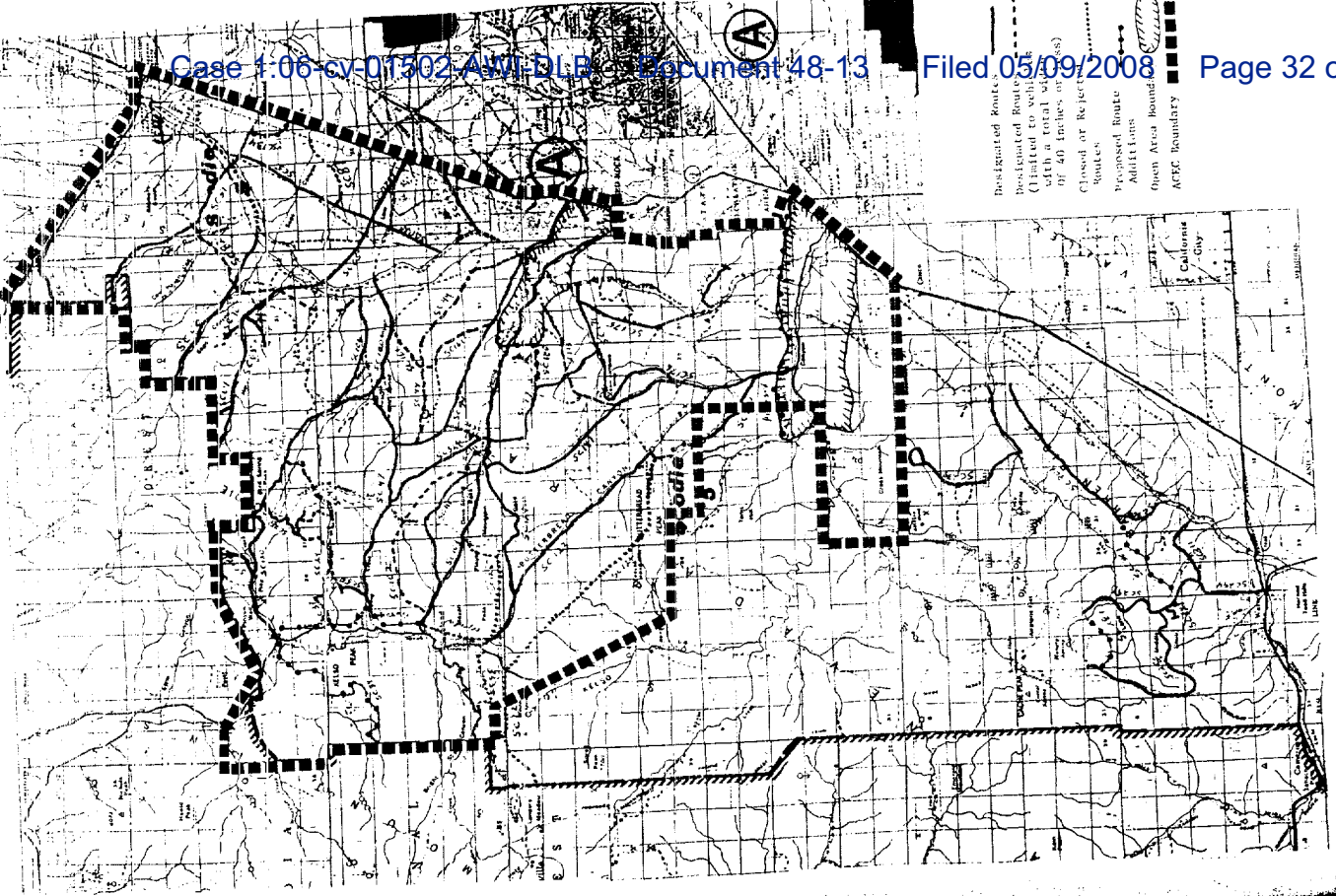
YEAR 1 and YEAR 2

Project	\$65,750
Inflation	\$3,300
Administration	<u>\$13,100</u>
	<u>\$82,150</u>

PART IV. Land Acquisition: We will proceed to negotiate for acquisition of those lands which are needed to complete the project. It is not possible to predict dollar amounts until the issue with the Rudnick Trust is resolved.

PROJECT COST SUMMARY

PART I	\$684,800
PART II	\$223,800
PART III	\$164,300
PART IV	NA



RESOLUTION NO. 91-50

RESOLUTION OF INYO COUNTY
BOARD OF SUPERVISORS
IN SUPPORT OF BLM
CALIFORNIA DESERT WILDERNESS PROPOSAL

WHEREAS, the Bureau of Land Management has recommended that 2.1 million acres in southern California be included in the National Wilderness system and;

WHEREAS, this proposal has the support of President George Bush and has been transmitted to Congress and;

WHEREAS, the BLM proposal reflects the thinking, hard work and testimony of all parties concerned with the California desert and;

WHEREAS, since most of the recommendations were included in the California Desert Conservation Area Plan of 1980, and;

NOW, THEREFORE LET IT BE RESOLVED, that the Inyo County Board of Supervisors does hereby go on record in support of the BLM California Desert Wilderness Proposal since it best reflects the concerns of all parties. It is further ordered that copies of this resolution be sent to President George Bush, U. S. Senators Cranston and Seymour, Congressmen Thomas, Lewis, Levine, Lehman and the BLM.

PASSED AND ADOPTED this 20th day of August, 1991 by the following vote of the Inyo County Board of Supervisors:

AYES: Supervisors Bright, Payne, Dean and Allsup

NOES: Supervisor Campbell

ABSENT: None


ROBERT H. CAMPBELL, CHAIRMAN
INYO COUNTY BOARD OF SUPERVISORS

ATTEST: C. Brent Wallace
Clerk to the Board

By Kelli Lanshaw
Kelli Lanshaw, Deputy