

**Route Network Maintenance and Kiosk Installation Plan
West Mojave Planning Area
California Desert District**

Table of Contents

| | | |
|------|---|----|
| I. | Introduction | 3 |
| II. | Current Maintenance and Kiosk Situation | 3 |
| III. | Route Network and Kiosk Maintenance | 6 |
| IV. | Kiosk Installation | 7 |
| | a. New Kiosk Installation, Phase 1 | 7 |
| | b. New Kiosk Installation, Phase 2 | 8 |
| | c. New Kiosk Installation, Phase 3 | 10 |
| | d. Kiosk Design | 10 |
| | e. Kiosk Examples | 11 |

I. Introduction

This maintenance and kiosk plan covers public land affected by the recent West Mojave (WEMO) court decision. This includes 3.2 million acres of public lands within the California Desert Conservation Area. Included in the WEMO area are over 380,000 acres of public land that is designated for “intensive” use (MUC Class “I”) and which is set aside for free play by off-highway vehicles (OHV). There are approximately 600,400 acres of congressionally designated wilderness and wilderness study areas which are not available for OHV use. The majority of the remaining lands are designated as “Limited” (MUC Class “L”) with a network of authorized roads, ways, and trails designated as “Open” throughout the area. There are approximately 2,200 miles of routes closed in the WEMO area. Some of these routes were vertical mulched (camouflaged using down and dead vegetation and rocks) to preclude use, but remain a maintenance concern.

The 3.2 Million acres of public land within the WEMO Planning Area are divided into 32 subregions. These subregions are within 13 patrol sectors delineated by law enforcement as patrol areas. Monitoring, maintenance and enforcement activities must be coordinated and staff rely on each other to help provide full coverage management of the designated route network within each sector.

II. Current Maintenance and Kiosk Situation

Currently, route maintenance activities are handled as issues are identified and funding is available. Work is completed according to the priorities in the WEMO Plan.

The WEMO Planning Area currently has 89 kiosks along the designated route network. These information kiosks vary in size and type. All of these kiosks will require updating when the current signing effort is complete and upon approval of the route designation effort in 2014. The following is a listing of the current informational kiosks and their location:

| | | |
|----------------|-----------------------------------|-----------|
| Stoddard | Hodge Road at I-15 | 1 4 panel |
| Stoddard | Outlet Center Drive and entrance | 1-4 Panel |
| Stoddard | Stoddard Wells Road at 247 | 1-4 panel |
| Stoddard | Stoddard Wells Road at Sidewinder | 1-4 Panel |
| Stoddard | Hwy 247 and SV 183 | 1-2 Panel |
| Stoddard | Lee Berry Road and Hwy 247 | 1-2 Panel |
| Sawtooth | Sawtooth Campground at entrance | 1-2 Panel |
| Sawtooth | Sawtooth at Guzzler | 1-2 Panel |
| Ord Mtn | Ord Mtn Road and SV 183 | 1-4 Panel |
| Ord Mtn | Camprock at OM 30 | 1-2 Panel |
| Johnson Valley | Camprock and Anderson | 1-4 Panel |
| Johnson Valley | Bessemer Mine at Soggy Dry Lake | 1-2 Panel |
| Johnson Valley | Boone Road at Means Dry Lake | 1-2 Panel |
| Calicos | Calico Road at Mule Canyon Road | 1-2 Panel |
| Calicos | Mule Canyon at split | 1-2 Panel |

| | | |
|--------------------|---|------------|
| Calicos | Odessa Canyon | 1-2 Panel |
| Calicos | Ft Irwin Road at Mile Marker 8 across Cattle Guard | 1-2 Panel |
| Harper | Harper Dry Lake ACEC Entrance Kiosk in the Round | 1 Center |
| Razor Road | Razor Road at Open Area Boundary` | 1 2 Panel |
| Basin Road | Basin Road Near I-15 | 1-2 Panel |
| Juniper Flats | Japutal at cattle guard | 1-2 Panel |
| Juniper Flats | Japutal Road at top of Hill | 1-2 Panel |
| Juniper Flats | Power line at Cattle guard | 1 Single |
| Juniper Flats | Bonita Vista | 1 Pedestal |
| El Mirage | Edwards Bowl at entrance | 1-2 Panel |
| El Mirage | Info Kiosk inside Visitors Center | Info |
| El Mirage | Colusa Road at Trail Ride | 1 Single |
| Afton Canyon | Afton Road at Afton Canyon Campground | 1- 4 Panel |
| Rattlesnake Canyon | New Dixie Mine Road | 1 single |
| Rattlesnake Canyon | Hondo Wash | 1 single |
| Wonder Valley | Entrance to Post Homestead - scheduled for removal ¹ | 1-Single |
| Owl Canyon | Entrance to Owl Canyon Campground | 1 2 Panel |
| Owl Canyon | Campground at Fee Station | 1-2 Panel |

| Subregion | Location | Type |
|-----------|----------------------------------|-----------|
| Jawbone | SC51 & Hwy 14 | 1 - Panel |
| Jawbone | SC65 & Hwy 14 | 1 – Panel |
| Jawbone | SC192 & Hwy 14 | 1 – Panel |
| Jawbone | SC103& Hwy 14 | 2 – Panel |
| Jawbone | Jawbone Canyon Road & Hwy 14 | 2 – Panel |
| Jawbone | Info Kiosk inside Visitor Center | Info |
| Jawbone | SC123 & Jawbone Canyon Road | 1 – Panel |
| Jawbone | SC123 & Kelso Valley Road | 1 – Panel |
| Jawbone | SC103 & Kelso Valley Road | 1 – Panel |
| Jawbone | SC47 & Kelso Valley Road | 1 – Panel |
| Jawbone | SC37 & Kelso Valley Road | 1 – Panel |
| Jawbone | SC120& Kelso Valley Road | 1 – Panel |
| Jawbone | LA Aqueduct & Hwy178 | 1 – Panel |
| El Paso | EP 15 & Hwy 14 | 1 – Panel |
| El Paso | EP 100 & Red Rock-Randsburg Road | 1 – Panel |

¹ This route to the Poste Homestead is not an open route per the WEMO Plan and therefore will not be signed as open.

| | | |
|---------------|--|-----------|
| El Paso | EP110 & Garlock Road | 1 – Panel |
| El Paso | EP15 & Hwy 395 | 1 – Panel |
| El Paso | EP18 & Red Rock-Inyokern Road | 1 – Panel |
| El Paso | EP 26 | 1 – Panel |
| Rands | R66 & Hwy 395 | 1 – Panel |
| Rands | R16 & Randsburg-Mojave Road | 1 – Panel |
| Rands | R77 & Randsburg-Mojave Road | 1 – Panel |
| Rands | R47 & Randsburg-Mojave Road | 1 – Panel |
| Rands | R43 & Randsburg-Mojave Road | 1 – Panel |
| Rands | R35 & R10 | 1 – Panel |
| Rands | R5 near Camp “C” | 1 – Panel |
| Rands | R5 & Munsey Road | 1 – Panel |
| Rands | R43 & Red Rock-Randsburg Road | 1 – Panel |
| Rands | R50 & Red Rock-Randsburg Road | 1 – Panel |
| Rands | R44 & Red Rock-Randsburg Road | 1 – Panel |
| Rands | R110 & Red Rock-Randsburg Road | 1 – Panel |
| Red Mountain | RM 15 & Hwy 395 | 1 – Panel |
| Red Mountain | RM212 & Hwy 395 | 1 – Panel |
| Red Mountain | RM 66 & Hwy 395 | 1 – Panel |
| Red Mountain | RM1444 & Trona Road | 1 – Panel |
| Red Mountain | RM15 & Trona Road | 1 – Panel |
| Red Mountain | R34 & Hwy 395 | 1 – Panel |
| Red Mountain | RM 50 & Hwy 395 | 1 – Panel |
| Red Mountain | RM 7A & Trona Road | 1 – Panel |
| Ridgecrest | South Boundary Road – Spangler Hills OHV Area | 1 – Panel |
| Ridgecrest | Dirt Diggers Camp - Spangler Hills OHV Area | 1 – Panel |
| Ridgecrest | Searles Station Road - Spangler Hills OHV Area | 1 – Panel |
| Ridgecrest | Teagle Wash - Spangler Hills OHV Area | 1 – Panel |
| Ridgecrest | Stephen Mine Road - Spangler Hills OHV Area | 1 – Panel |
| Ridgecrest | Charlies Place - Spangler Hills OHV Area | 2 – Panel |
| Ridgecrest | Brady Road | 1 – Panel |
| Ridgecrest | College Heights | 2 – Panel |
| Ridgecrest | Eastside Road | 1 – Panel |
| Ridgecrest | Downs Road | 1 – Panel |
| Ridgecrest | Sunland Road | 1 – Panel |
| Ridgecrest | Javis Road | 1 – Panel |
| North Searles | Great Falls Basin | 1 – Panel |
| Sierra | Indian Wells Canyon | 3 – Panel |
| Sierra | Sand Canyon | 1 – Panel |
| Sierra | Short Canyon | 2 – Panel |
| Sierra | Fossil Falls Campground | 1 – Panel |

III. Route Network and Kiosk Maintenance

This maintenance plan is developed around three priorities corresponding to the time frames and types of actions needed. These are:

Phase I Actions - maintenance issues that pose an immediate significant safety threat to the user. Maintenance actions require immediate attention. These actions will be scheduled for implementation as soon as feasible but not later than five working days from the time of discovery. These actions could include: temporary/emergency route closure; temporary signage and/or re-routing of routes to avoid the hazard.

Phase II Actions - maintenance issues that, if left unattended, will allow additional damage or create a problem that will become urgent in a short amount of time. Maintenance actions require immediate attention. These actions will be scheduled for implementation as soon as feasible but not later than five working days from the time of discovery. These actions could include: temporary/emergency route closure; temporary signage and/or re-routing of routes to avoid the hazard.

Phase III Actions - maintenance issues that may be resolved at time of discovery or will not cause appreciable damage or safety hazard by waiting until a maintenance team visits the area. Routine maintenance actions include actions such as: activities covered by existing plan and environmental documents; upgrades or repairs to maintenance actions addressed as urgent issues previously; funded maintenance actions with targets for completion within the current fiscal year.

Routine maintenance activities are performed during the normal monitoring of designated route networks. These issues may be initially reported by BLM staff, volunteers, authorized users, and/or the public. Routine maintenance includes actions such as:

Routine route sign replacement or additional route sign placement on authorized routes;

Routine repair of kiosk damage or replacement or upgrade of maps and brochures;

Ongoing damage repair and scheduled upgrades of the open routes in the designated route network.

IV. Informational Kiosk Installation Plan

There are currently 89 kiosks in the West Mojave Planning area (see pages 3-5). Priority for new and/ or additional kiosk emplacement will be driven by the need for public education. Areas without available information will be high on the priority list. In addition, kiosk placement is dependent on major OHV access points. The signing and monitoring teams have currently identified 14 potential additional locations for kiosk placement and have updated the GIS database to reflect these locations. New informational kiosks require appropriate National Environmental Policy Act (NEPA) review.

New Informational Kiosk Installation Plan- Phase 1

The staff who are collecting GPS points and signing the current route network are also identifying potential major OHV access points on the route network that may require an informational kiosk. This data will be compiled and decisions made as to need, priority of installation, type of kiosk and informational display.

Informational displays on the kiosks will include the notice required by the court as follows:

“Motorized use is permitted only on Routes Signed “Open”. Any route that does not have an “OPEN” sign is not legal for motorized use. Motorized use of any closed route will result in a fine or criminal prosecution.”

The displays will also include rules of the area such as campfire and shooting use, the distance one is able to camp from the road, and the route network for the area. The kiosk may also provide information on points of interest in the immediate area.

During Phase1 the types of information required for the area, the route network map, and points of interest will be developed. This information will be used to determine the type and design of the kiosk appropriate to the site selected for its placement.

Informational Kiosk Installation Plan- Phase 2

Phase 2 of the plan will require a priority list of areas for installation. BLM has determined that the priority list for installation of kiosks mirrors the priority list for signing open routes. Both route signing and kiosks provide additional information to the public as to authorized use. The priority list follows:

| Subregion | Biologic | Wilderness | WSA | Cultural Resources | Proximity Urban Area | Degree of Readiness | Total |
|-------------------|----------|------------|-----|--------------------|----------------------|---------------------|-------|
| Afton Canyon | 5 | 5 | 5 | 5 | 2 | 5 | 27 |
| Joshua Tree | 5 | 5 | 1 | 5 | 5 | 5 | 26 |
| Calico Mountains | 4 | 3 | 1 | 5 | 5 | 4 | 22 |
| Cronese Lake | 2 | 5 | 5 | 5 | 2 | 2 | 21 |
| Ord Mountain | 5 | 4 | 1 | 5 | 4 | 1 | 20 |
| Newberry/Rodman | 4 | 5 | 1 | 5 | 3 | 1 | 19 |
| Black Mtn | 3 | 5 | 1 | 5 | 3 | 1 | 18 |
| Coolgardie | 4 | 5 | 1 | 2 | 4 | 1 | 17 |
| Pisgah Crater | 4 | 4 | 1 | 5 | 1 | 1 | 16 |
| Rattlesnake | 3 | 5 | 1 | 3 | 2 | 2 | 16 |
| Juniper Flats | 3 | 1 | 1 | 4 | 4 | 2 | 15 |
| Broadwell Lake | 3 | 4 | 4 | 1 | 1 | 1 | 14 |
| Harper Lake | 1 | 5 | 1 | 2 | 4 | 1 | 14 |
| Fremont Peak | 3 | 3 | 1 | 2 | 3 | 1 | 13 |
| Wonder Valley | 2 | 5 | 1 | 1 | 3 | 1 | 13 |
| El Mirage | 3 | 1 | 1 | 2 | 4 | 1 | 12 |
| Johnson Valley | 3 | 4 | 1 | 1 | 2 | 1 | 12 |
| Kramer Hills | 4 | 1 | 1 | 2 | 2 | 1 | 11 |
| Stoddard Valley | 4 | 1 | 1 | 1 | 2 | 1 | 10 |
| Mitchell Mountain | 2 | 2 | 1 | 2 | 1 | 1 | 9 |
| Iron Mountain | 2 | 1 | 1 | 1 | 1 | 1 | 7 |
| | | | | | | | |

| Subregion | Biological and Botanical | Wilderness | Wilderness Study Area | Cultural Resources | Proximity to Urban Area | Level of Recreation Visitation | Total |
|---------------|--------------------------|------------|-----------------------|--------------------|-------------------------|--------------------------------|-------|
| Red Mountain | 5 | 2 | 0 | 5 | 3 | 5 | 20 |
| Sierras | 4 | 3 | 0 | 5 | 3 | 5 | 21 |
| El Paso | 4 | 1 | 0 | 5 | 5 | 5 | 20 |
| Ridgecrest | 4 | 0 | 0 | 3 | 5 | 5 | 17 |
| South Searles | 3 | 0 | 0 | 3 | 3 | 5 | 14 |
| North Searles | 3 | 1 | 1 | 3 | 3 | 3 | 14 |
| Darwin | 1 | 3 | 0 | 5 | 1 | 1 | 11 |
| Middle Knob | 4 | 0 | 0 | 3 | 1 | 1 | 9 |
| Rands | 2 | 0 | 0 | 3 | 1 | 3 | 9 |
| Jawbone | 3 | 2 | 0 | 5 | 1 | 5 | 16 |
| Lancaster | 1 | 0 | 0 | 3 | 1 | 1 | 6 |
| | | | | | | | |
| | | | | | | | |

Data collected from Phase 1, in conjunction with this list of priorities, will facilitate the placement of informational kiosks in areas and locations meant to provide educational information to the interested public. These areas are ranked using biological, cultural, and proximity to wilderness or WSA, level of recreational use and other data such as urban traffic associated with the subregion.

When the proposed site and type of kiosk has been selected, the team will then determine the site map, rules and other information for display that will enhance the recreational experience and facilitate compliance with the route network. The kiosk design will determine fabrication, installation and placement cost for each kiosk.

Informational Kiosk Installation Plan - Phase 3

The fabrication and installation process begins by finalizing the funding for signing, identifying the specific location for placement of the kiosk, and the type of design required for display of information for the area.

Kiosk Design and Placement

The design for each kiosk will determine cost. Common designs currently used in the field office area follows:

One Panel: a single panel metal kiosk fabrication and installation is approximately \$1,000 for the kiosk, \$400 for concrete, wire mesh, and form material, \$800 for labor for a total of \$2,200 (see page 12).

Two Panel: a two panel kiosk fabrication is \$1,500 for concrete and material is \$600, labor is \$800 for a total of \$2,900 (see page 13).

Four Panel: a four panel kiosk which includes all categories above is approximately \$5,500 (see page 14).

A remote area requires labor intensive work to pour the foundation needed. Concrete must be mixed by hand, using a wheelbarrow or small mixer. Easily accessible areas are able to use a truck for delivery which adds to the cost of the concrete but cuts down on the cost of labor for each project.

Examples of Kiosk design:

Single Panel:





Two Panel:



