

DOCKETED

Docket Number:	09-AFC-07C
Project Title:	Palen Solar Power Project - Compliance
TN #:	200172
Document Title:	Applicant Response to CEC Data Request 57- Part 3
Description:	N/A
Filer:	Tiffani Winter
Organization:	Galati Blek, LLP
Submitter Role:	Applicant's Representative
Submission Date:	8/13/2013 11:07:01 AM
Docketed Date:	8/13/2013

LOCATION MAP

L & L Environmental, Inc.
1269 Pomona Rd. Suite #102
Corona, CA. 92882

Primary #: 33-11265
HRI#: _____
Trinomial: CA-RIV-6726H

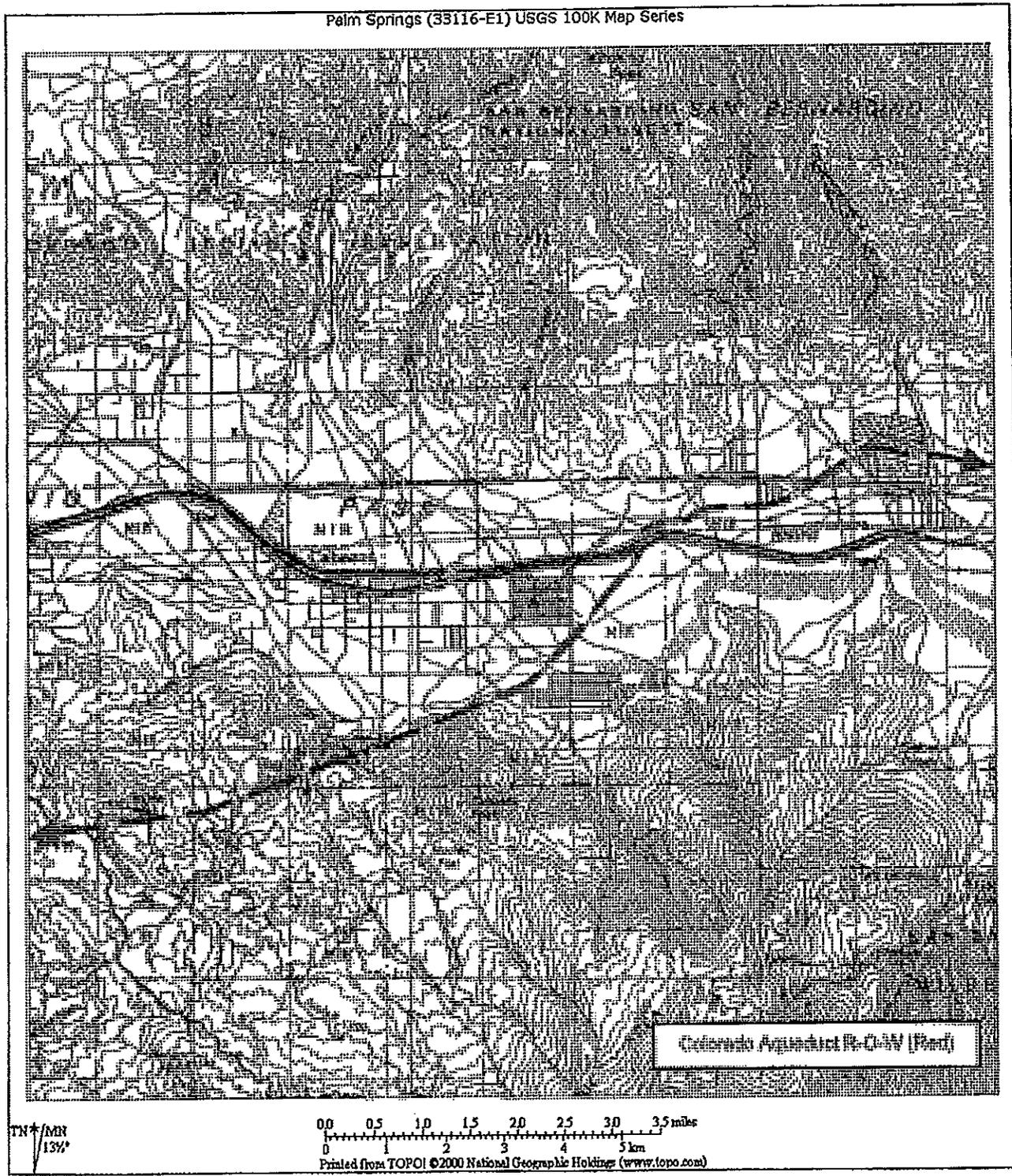
Page 22 of 29

*Resource Name or # (Assigned by recorder): Colorado River Aqueduct (CRA)

*Map Name: USGS Palm Springs (33116-E1)

Scale: 1:100,000 (inches)

Date of Map: 1975



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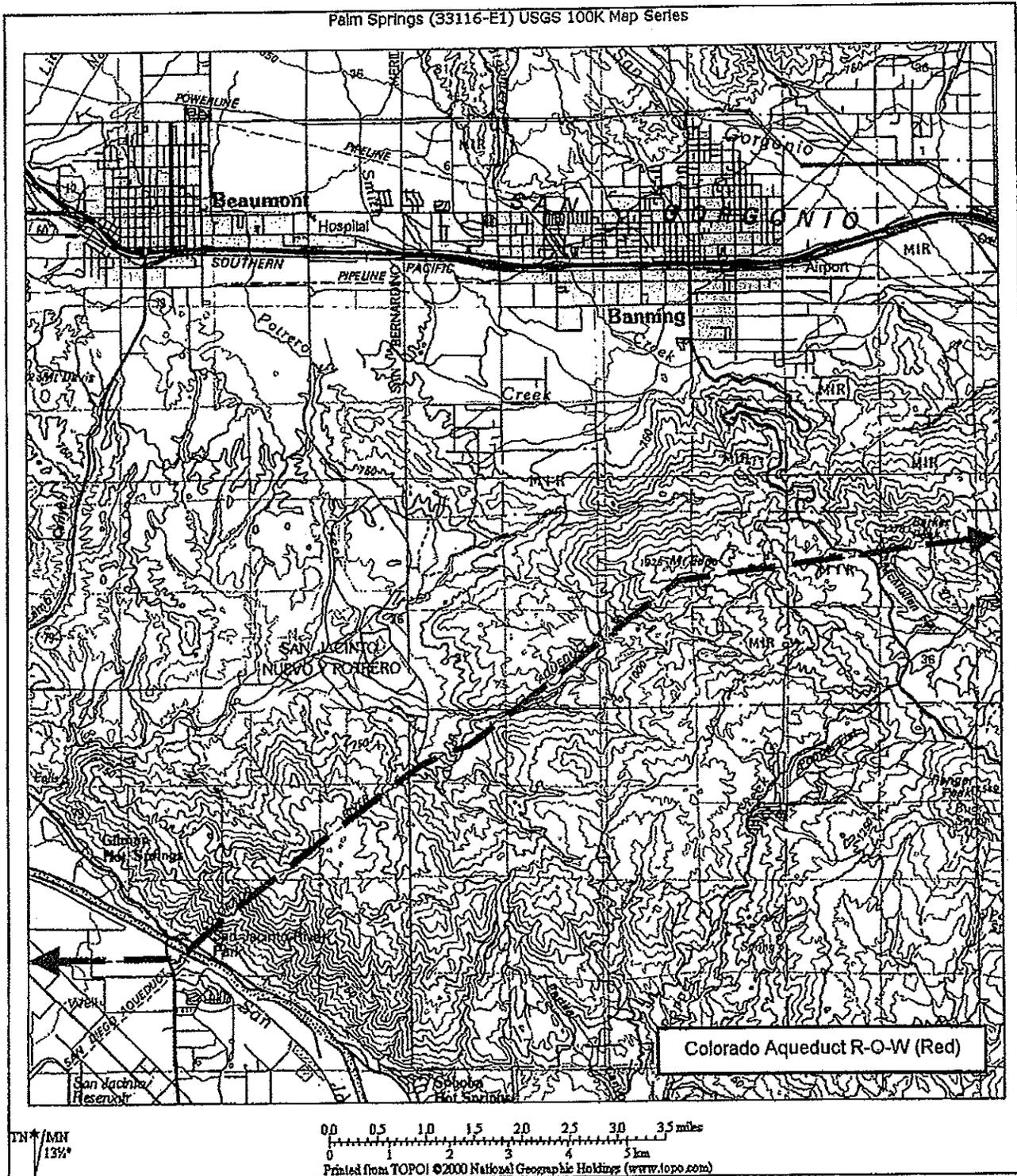
Page 23 of 29

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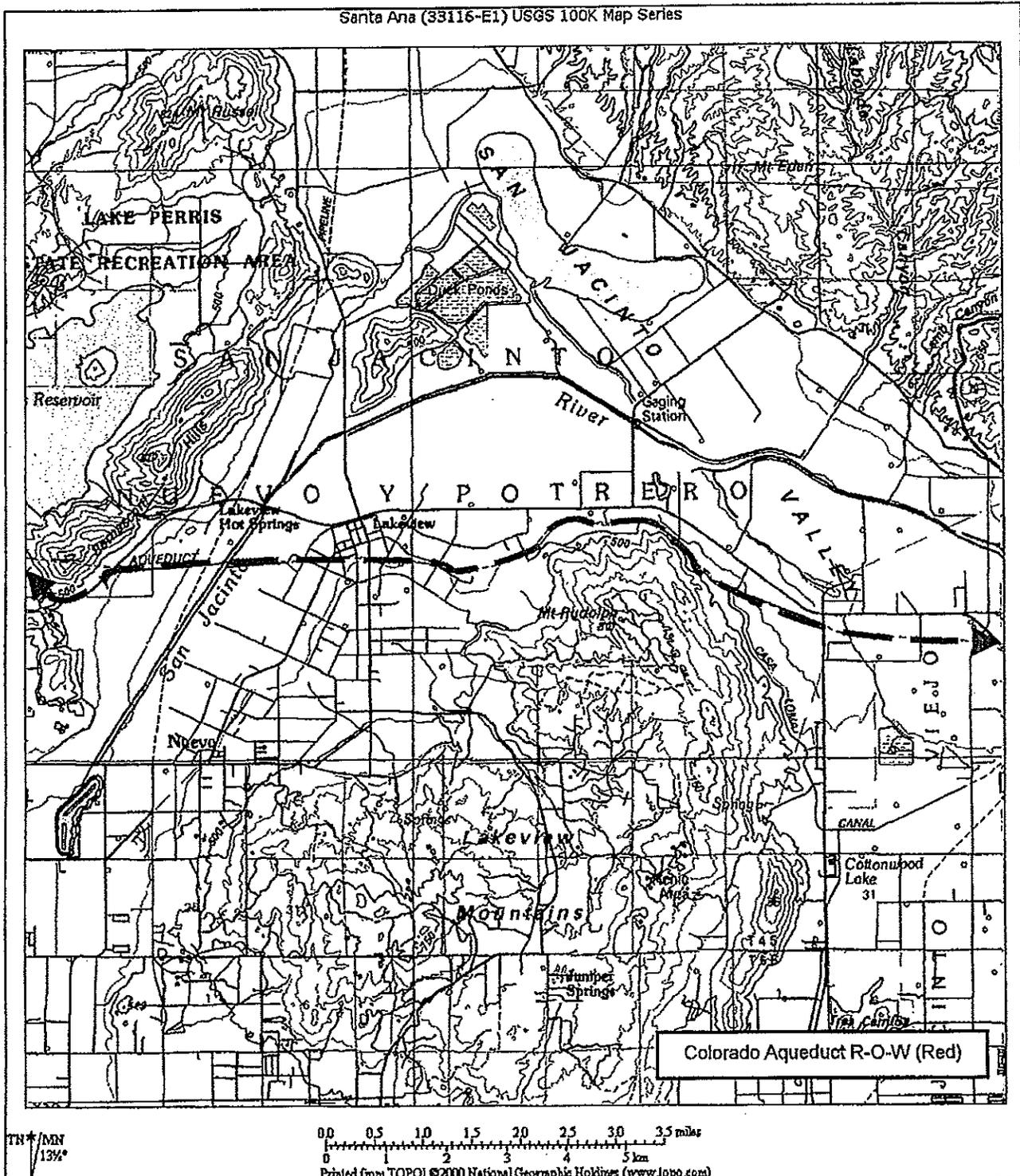
Page 24 of 29

*Resource Name or # (Assigned by recorder): Colorado River Aqueduct (CRA)

*Map Name: USGS Santa Ana (33117-E1)

Scale: 1:100,000 (inches)

Date of Map: 1975



LOCATION MAP

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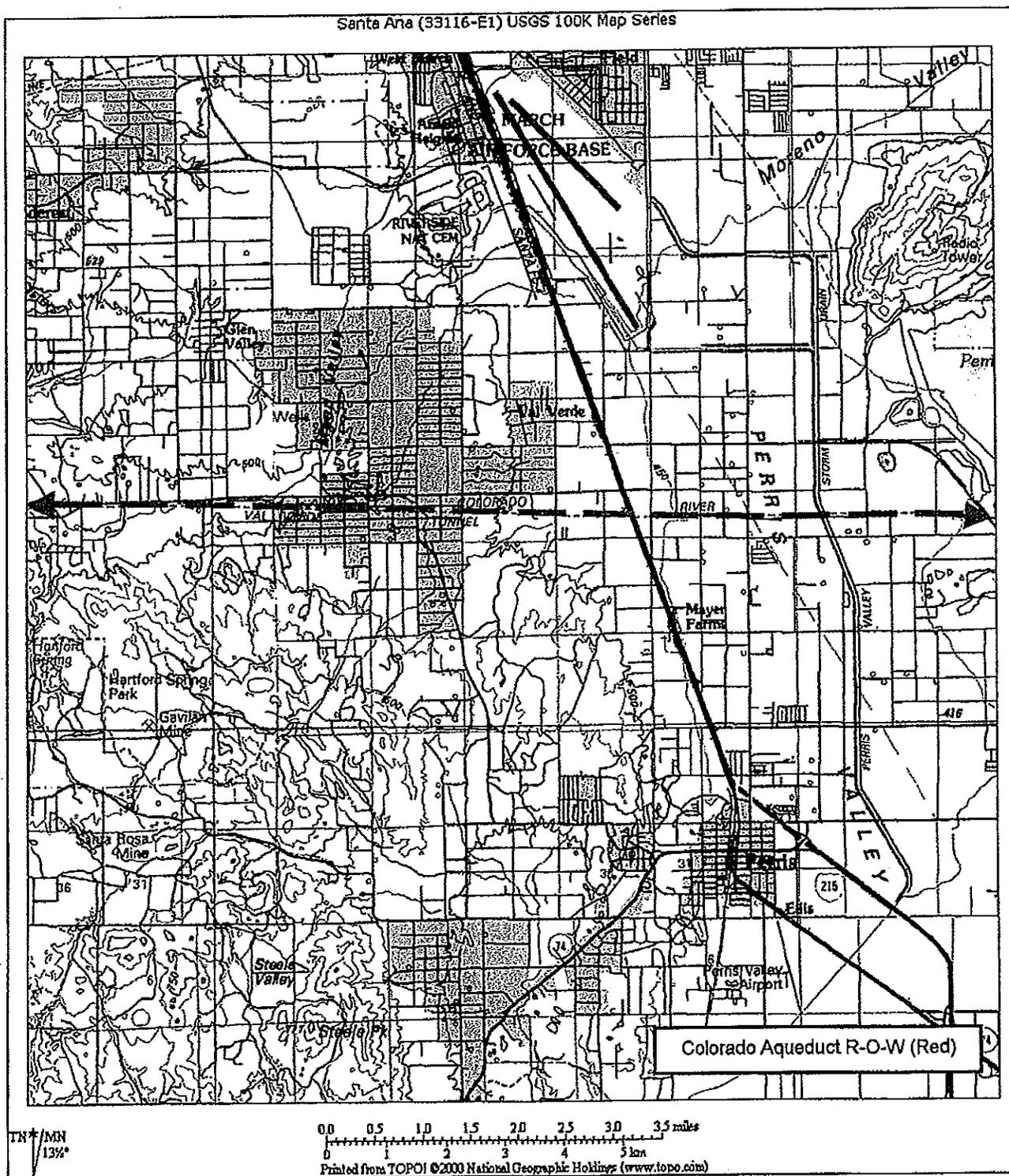
Page 25 of 29

*Resource Name or # (Assigned by recorder): Colorado River Aqueduct (CRA)

*Map Name: USGS Santa Ana (33117-E1)

Scale: 1:100,000 (inches)

Date of Map: 1975



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*Resource Name or # (Assigned by recorder): **Colorado River Aqueduct (CRA)**

*Map Name: **USGS Santa Ana (33117-E1)**

Scale: **1:100,000 (inches)**

Date of Map: **1975**



PHOTOGRAPHIC RECORD PAGE

L & L Environmental, Inc.
1269 Pomona Rd. Suite #102
Corona, CA. 92882

Primary #: 33-11265
HRI#: _____
Trinomial: CA-RIV-6726H

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*Resource Name or # (Assigned by recorder): **Colorado River Aqueduct (CRA)**

Camera format: xxx

Lens size: xxx

Film type and speed: xxx

Negative on file at: no negative on file

Month	Day	Time	Exp/ Frame	Subject/Description	View Toward	Acc#
2 (1951)	15	-	-	Whittier/Fairchild Archival photograph (north is up)	-	
4 (1939)	16	-	-	Whittier/Fairchild Archival photograph (north is up)	-	
3 (1960)	10	-	-	Whittier/Fairchild Archival photograph (north is up)	-	

Archival photos are associated with the on-site portion (trench) only

Digital copy of 2-15-51 Whittier/Fairchild Archival Photograph:



PHOTOGRAPHIC RECORD PAGE

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1269 Pomona Rd. Suite #102
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Primary #: 33-11265
HRI#: _____
Trinomial: CA-RIV-6726H

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*Resource Name or # (Assigned by recorder): Colorado River Aqueduct (CRA)

Digital copy of 4-16-39 Whittier/Fairchild Archival Photograph:



PHOTOGRAPHIC RECORD PAGE

L & L Environmental, Inc.
1269 Pomona Rd. Suite #102
Corona, CA. 92882

Primary #: 33-11265
HRI#: _____
Trinomial: CA-RIV-6726H

Page 29 of 29

*Resource Name or # (Assigned by recorder): Colorado River Aqueduct (CRA)

Digital copy of 3-10-60 Whittier/Fairchild Archival Photograph:



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #: 33-11265
HRI #: CA-RIV-6726H
Trinomial:
NRHP Status Code:

Other Listings
Review Code

Reviewer

Date

Page 1 of 6

*Resource Name or #: (Assigned by recorder) FS 51a, b, c, d

P1. Other Identifier: Colorado River Aqueduct

*P2. Location: Not for Publication Unrestricted

*a. County: San Bernardino (FS 51a, b, c); Riverside (FS 51d) and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad: Arica Mountains, CA Date: 1983 Provisional Edition (FS 51a, b)
USGS 7.5' Quad: East of Granite Pass, CA Date: 1983 Provisional Edition (FS 51c)
USGS 7.5' Quad: Cadiz Valley SE, CA Date: 1985 Provisional Edition (FS 51d)

T. 1S; R. 20E; SE of NW of Sec 17; B.M. San Bernardino (FS 51a)
T. 1S; R. 19E; NW of SE of Sec 12; B.M. San Bernardino (FS 51b)
T. 1S; R. 18E; NE of SW of Sec 17; B.M. San Bernardino (FS 51c)
T. 1S; R. 16E; Ctr of NE of Sec 26; B.M. San Bernardino (FS 51d)

c. Address: N/A City: N/A Zip: N/A

d. UTM: (Give more than one for large and/or linear resources) Zone 11; 692000 mE/ 3775420 mN (FS 51a)
UTM: (Give more than one for large and/or linear resources) Zone 11; 690800 mE/ 3775020 mN (FS 51b)
UTM: (Give more than one for large and/or linear resources) Zone 11; 674120 mE/ 3773230 mN (FS 51c)
UTM: (Give more than one for large and/or linear resources) Zone 11; 659940 mE/ 3769900 mN (FS 51d)

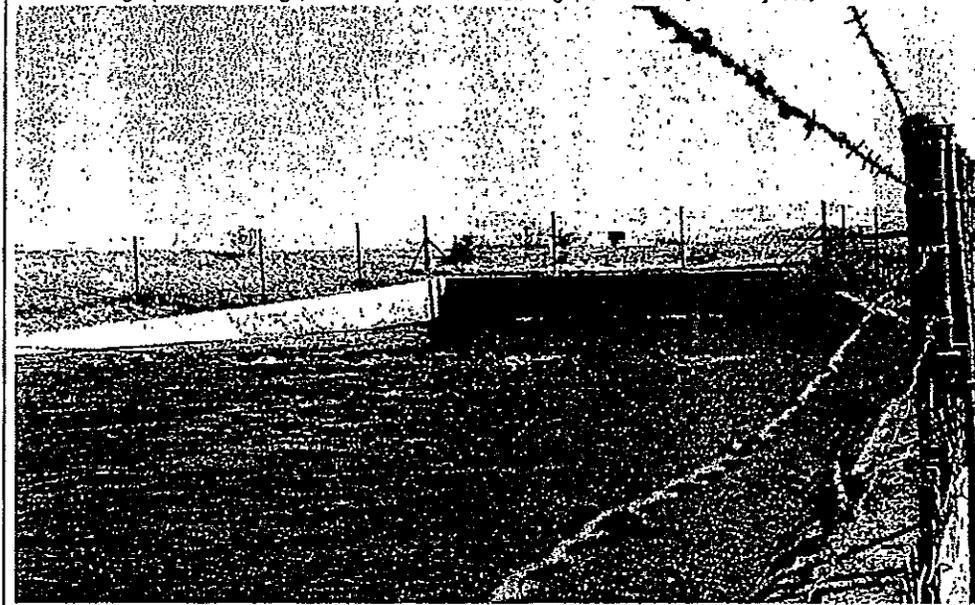
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
Colorado River Aqueduct. The aqueduct has an average width of 15m.

*P3b. Resource Attributes: (List attributes and codes) HP20- Canal

*P4. Resources Present: Building Structure Object Site District Element of District Other (Isolates, etc.)

P5a. Photograph or Drawing (Photo required for buildings, structures, and objects)



P5b. Description of Photo (View, date, accession #) Overview of aqueduct looking south. Roll 33, negative 41. April 13, 2000.

*P6. Date Constructed/Age and Sources: Historic Prehistoric Both

*P7. Owner and Address: BLM/Caltrans/MWD

*P8. Recorded by: (Name, affiliation, and address)
J. Goodman, J. Neves
SWCA, Inc., Environmental Consultants.
114 N. San Francisco St., Suite 100,
Flagstaff, AZ 86001

*P9. Date Recorded: April 13, 2000

*P10. Survey Type: (Describe):
Intensive pedestrian survey for fiber optic cable alignment

*P11. Report Citation: (Cite survey report and other sources, or enter "none")

Purcell, David E. (editor) 2000. The El Paso to Los Angeles Fiber Optic Cable Project: Cultural Resources Survey of the California Segment, Riverside, San Bernardino, and Los Angeles Counties. Report 4 of 4. SWCA, Inc., Environmental Consultants, Flagstaff.

*Attachments: NONE Continuation Sheet District Record Rock Art Record
 Location Map Building, Structure, and Object Record Linear Feature Record Artifact Record
 Sketch Map Archaeological Record Milling Station Record Photograph Record
 Other (List):

RECEIVED IN

JUL 02 2001

EIC

L1. Historic and/or Common Name: Colorado River Aqueduct

L2a. Portion Described: Entire Resource Segment Point Observation Designation:

b. Location of point or segment: (Provide UTM coordinates, legal description, and any other useful locational data. Show the area that has been field inspected on a Location Map.)

51a- USGS 7.5' Arica Mountains, CA;	T. 1S; R. 20E; SE of NW of Sec 17;	UTM: 692000 mE/ 3775420 mN
51b- USGS 7.5' Arica Mountains, CA;	T. 1S; R. 19E; NW of SE of Sec 12;	UTM: 690800 mE/ 3775020 mN
51c- USGS 7.5' East of Granite Pass, CA;	T. 1S; R. 18E; NE of SW of Sec 17;	UTM: 674120 mE/ 3773230 mN
51d- USGS 7.5' Cadiz Valley SE, CA;	T. 1S; R. 16E; Ctr of NE of Sec 26;	UTM: 659940 mE/ 3769900 mN

L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.)

See Continuation sheet for description of points 51a, b, c, and d

L4. Dimensions: (In feet for historic features and meters for prehistoric features)

- a. Top Width Approximately 50 feet
- b. Bottom Width Undetermined
- c. Height or Depth Undetermined
- d. Length of Segment NA

L4e. Sketch of Cross-Section (include scale)	None	F a c i n g
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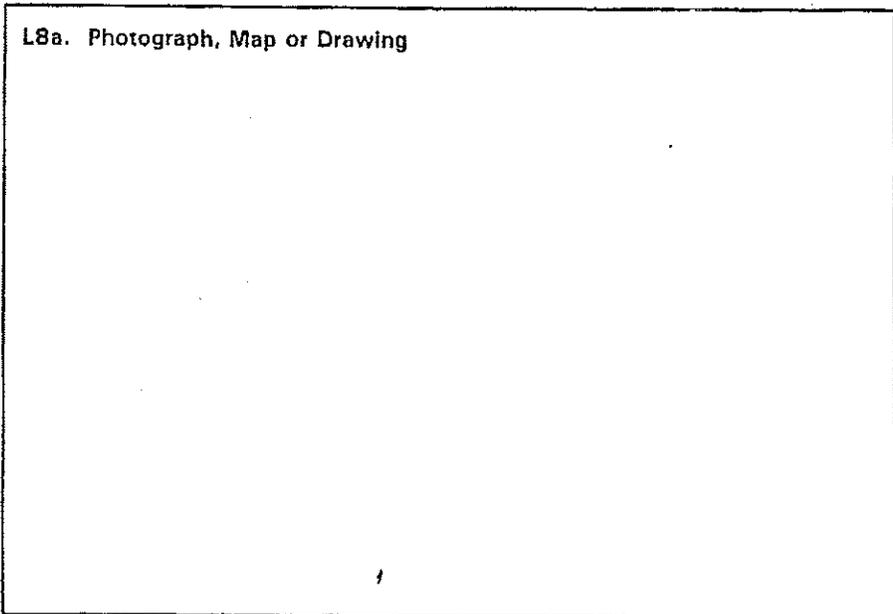
L5. Associated Resources:

Two dirt roads, one on either side of the canal (both running parallel to it), and chain-link fencing.

L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.): See Continuation sheet for setting at points 51a, b, c, and d.

L7. Integrity Considerations: See Continuation sheet for integrity considerations.

L8a. Photograph, Map or Drawing



L8b. Description of Photo, Map, or Drawing (View, scale, etc.) See Primary Record

L9. Remarks: The El Paso to Los Angeles Fiber Optic Project Plan of Development requires that structures such as the Colorado River Aqueduct will be bored beneath, thus avoiding impacts to the site.

L10. Form Prepared by: (Name, affiliation, and address) J. Neves, J. Goodman
 SWCA, Inc., Environmental Consultants.
 114 N. San Francisco St., Suite 100.
 Flagstaff, AZ 86001

L11. Date: April 13, 2000

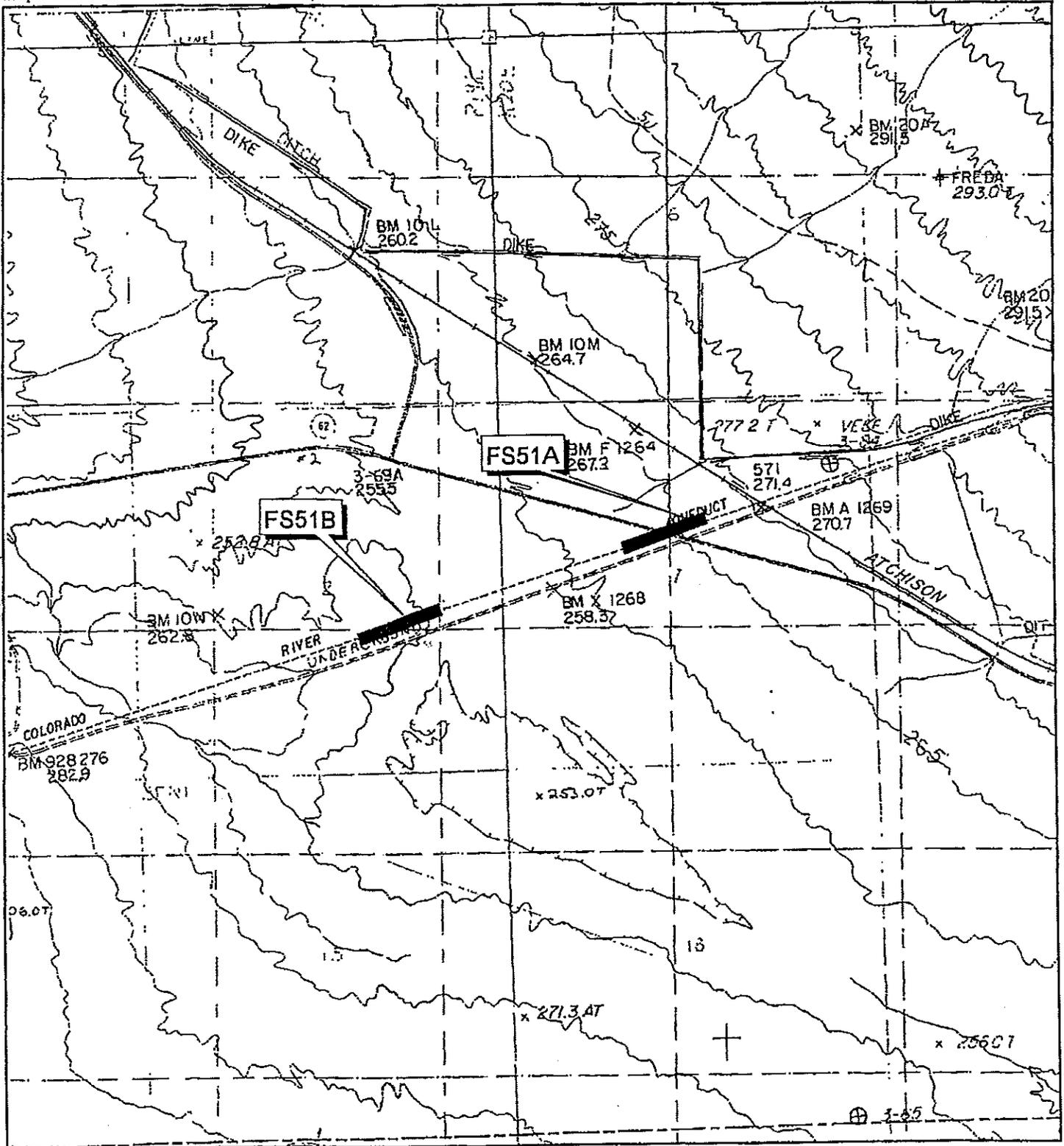
FS 51 is the Colorado River Aqueduct, constructed by the Los Angeles Metropolitan Water District (MWD) in the early 1930s from Lake Havasu (the Colorado River upstream from Parker Dam) to Lake Mathews south of Riverside. The aqueduct consists of a large, open, concrete-lined canal crossing the Colorado and Mojave deserts and long segments that are tunnels bored beneath mountain ranges and other landscape relief. Initial surveys for the project were conducted as early as 1928; the first water was delivered to Los Angeles in 1941 (Los Angeles Dept. of Water and Power [LADWP] 2000).

The El Paso to Los Angeles Fiber Optic Project preferred route crosses the aqueduct in three locations along State Route (S. R.) 62 (FS 51a, c, and d); the alternate route along the All American Pipeline also crosses the aqueduct west of Rice (FS 51b). Where the All American Pipeline passes beneath the Colorado River Aqueduct (FS 51b), and at the easternmost crossing of the aqueduct by S. R. 62 (FS 51a), the aqueduct flows below ground and is visible as a large, earth-covered linear structure broken in places by concrete fixtures that contain access panels or manholes. A graded dirt access road parallels the aqueduct to the south. The configuration of the Colorado River Aqueduct at these two crossings is depicted on USGS 7.5' topographic quadrangle *Arica Mountains, California*. S. R. 62 crosses open canal segments of the Colorado River Aqueduct west of Pump Station Road (FS 51c), as depicted on the *East of Granite Pass, California* USGS 7.5' topographic quadrangle and west of Granite Pass (FS 51d) as shown on the *Cadiz Valley SE, California* USGS 7.5' topographic quadrangle.

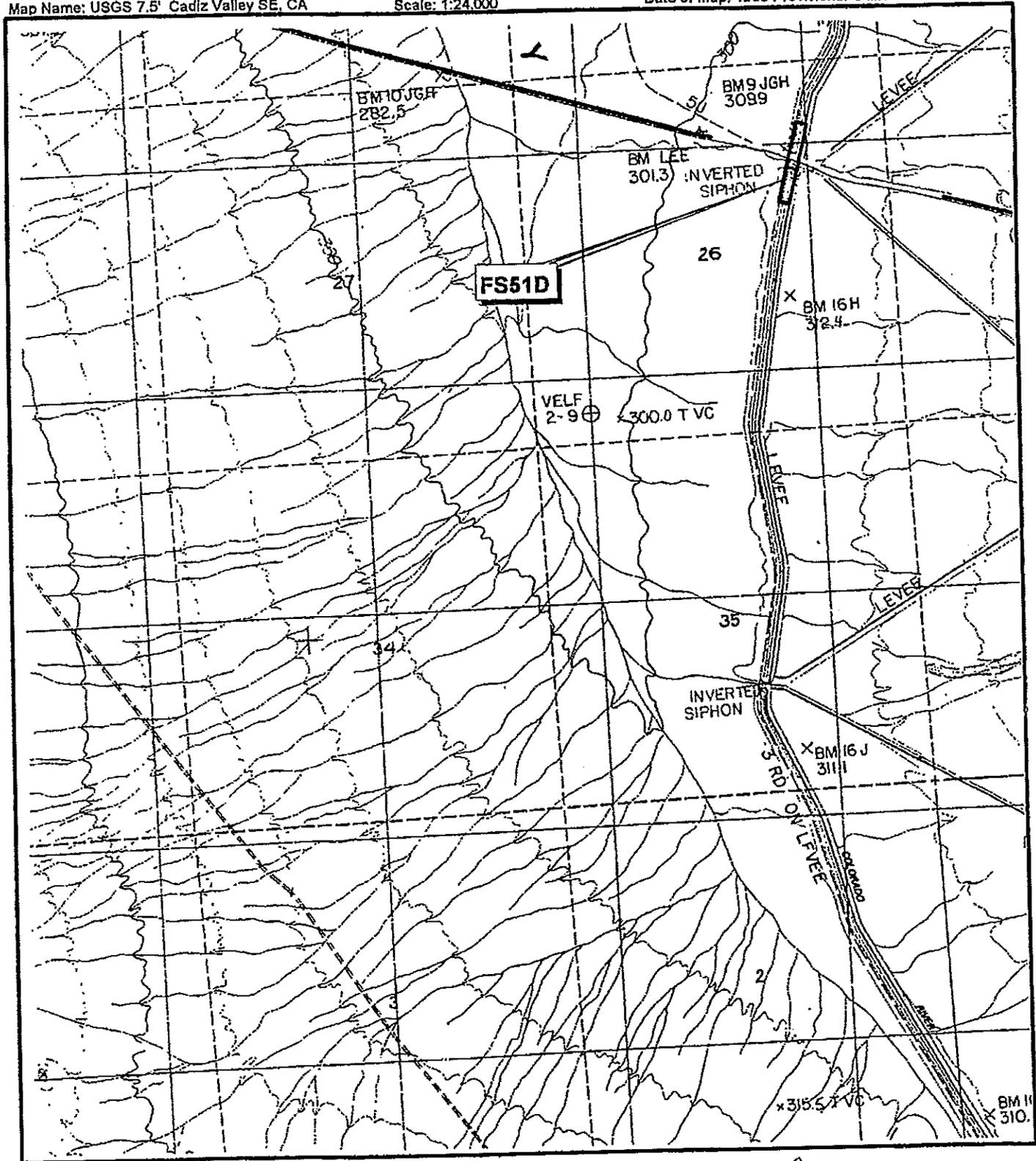
At FS 51c the canal flows northwest toward the Iron Mountain Pump Station, which is situated about 3 miles north of S. R. 62 against the east face of Iron Mountain. The aqueduct flows beneath the highway in a short tunnel that runs at an oblique angle to the road; the orientation of the open canal segments on each side of the highway is such that the canal north of the road appears off-set west from the canal south of the road. The canal at this crossing is a concrete-lined earthen canal, similar in construction to what is visible at FS 51d, except that the ramparts between the canal and S. R. 62 are covered with gray granitic stones. Dirt access roads run from S. R. 62 parallel to the canal, on either side of it, and have chains with padlocks stretched across the road to block access; the roads are 24 feet in width, and are linked by a segment of road that runs along the base of each rampart. The bases of the ramparts are about 105' from the edge of S. R. 62.

The canal at FS 51d is 50 feet wide and flows south down the Cadiz Valley. A chain-link fence with four strands of barbed wire on top runs along both sides of the canal walls. The concrete lining of the canal extends about one foot above the waterline and does not cover the entire interior surface of the earthworks within which the canal runs. The earthwork consists of sandy local soil, which is visible where it slopes sharply up from the concrete lining (about 1-1/2 feet) to the level top surface of the canal walls, then back down on the exterior surface of the earthwork. Approximately 52 feet north of the road, the canal narrows to about 33 feet east-west then passes into a tunnel, the entrance to which is marked by an earthen rampart covered in imported igneous rocks; the rampart ties together the walls of the earthwork. The canal walls are about 50 feet in width; 12-foot-wide patrol roads run along the top of each canal wall about 15 feet from the canal lining and four feet above the water surface. The roads are linked by a short segment that arcs along the top of the ramparts at each end of the tunnel. The segment of the canal that continues southward from the highway crossing is constructed in the same manner, except that the rampart (which is covered on both sides with a triangle-pattern wire mesh) begins 157 feet south of the edge of S. R. 62 (the rampart is 23 feet from the north edge of the pavement on the north side of S. R. 62). The dirt roads east and west of the canal begin at the level of S. R. 62 and slope up past the ends of the above-ground canal to the level of half way up the fences.

SWCA recommends that the Colorado River Aqueduct (FS 51) is eligible to the National Register for its significant association under Criteria A, B, and C. As the city of Los Angeles developed into a major metropolitan center after the Mexican-American War resulted in the ceding of California to the United States, the acquisition and control of water became the central goal of city governments (Reisner 1993). Beginning in the latter decades of the Nineteenth Century, the City of Los Angeles undertook massive and technologically challenging construction projects to obtain fresh water from great distances. Site LAN-2105H, the Los Angeles-Owens River Aqueduct (crossed by the preferred route between San Fernando and Santa Clarita) was constructed 1908-1913 to bring water 238 miles from the Owens Valley east of the Sierra Nevada; subsequently, the aqueduct was extended in 1926 to Bishop and in 1940 to Mono Lake (LADWP 2000:1). The Colorado River Aqueduct was built to tap the waters of a different drainage system, that of the Lower Basin of the Colorado River, the waters of which are shared with Nevada and Arizona. The Colorado River Aqueduct is therefore a physical monument to both the political will (Criterion A) and engineering ability (Criterion C) required for a city to build a structure across the vast desert regions of southeastern California. Because the use of Colorado River water is regulated by an interstate compact, this site is significant at local, state, and national levels. The construction of the Colorado River Aqueduct is also intimately associated with the life and career of William Mulholland (1855-1935), chief engineer and general manager of the Los Angeles Bureau of Water Works and Supply, now the Water System for the Los Angeles Department of Water and Power. The LADWP says today that "the man who did more than any other to furnish that vital element [water] to Los Angeles is William Mulholland" and "generations unborn will have occasion to give thanks for his engineering skill and broad foresight" (LADWP 2000).



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State of California — The Resources Agency
 DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # 33-11265
 HRI #
 Trinomial CA-RIV-6726H; Update
 NRHP Status Code 3S

Other Listings
 Review Code Reviewer Date

*Resource Name or #: Colorado River Aqueduct — Map Reference Number 1

Page 1 of 7

P1. Other Identifier:

*P2. Location: *a. County Riverside, California

*b. USGS 7.5' Quad Winchester, CA

T 4 S; R 2 W;

T 4 S; R 1 W;

c. Address:

d. Zone 11, NAD 27 495403 mE/ 3742817mN

496971 3738792

497890 3738776

500227 3740073

Not for Publication Unrestricted

Date 1953 (1979)

¼ of ¼ of Sec 13, 24, 25; S.B.B.M.

Sec 29, 30, 20

City San Jacinto Zip 92582

Nuevo 92567

e. Other Locational Data (e.g., parcel #, legal description, directions to resource, additional UTM's, etc., when appropriate): The Colorado River Aqueduct (CRA) system begins at the Whitsett Intake Pumping Plant on the California side of the Colorado River at Lake Havasu, and extends westward across the desert to the aqueduct terminus at Lake Mathews (formerly named Cajalco Reservoir). The linear distance traversed by the aqueduct, from the Colorado River to the inlet structure at Lake Mathews, is approximately 242 miles.

*P3a. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries): This primary form contains a brief description of the entire CRA, of which only segments have been surveyed previously. A more detailed description of the system as a whole can be found on the previously filed primary records. But briefly stated, components of the aqueduct consist of dams, diversion structures, pumping plants, and conduits which convey water across the Colorado and Mojave deserts from Parker Dam in Arizona to Lake Mathews in Riverside County for distribution to the various constituent cities. In all surveys, the aqueduct was recommended as eligible for the NRHP.

The current study evaluated the segment of the CRA that traversed the proposed SR79 APE. This is the Casa Loma Siphon, which is comprised of two barrels. The first barrel was built totally underground. The second barrel of the Casa Loma Siphon, built to expand upon the first, is comprised of an underground siphon and an above-ground canal, known as the Casa Loma Canal. Both siphons and canals are recognized water conveyance property types.

Siphons convey the water under such geological features as washes, and beneath constructed features such as railroad lines. There are two basic siphon types on the CRA: barrel siphons and box siphons. Box siphons are square, usually constructed in threes, and were used to connect two sections of open canal that traversed a wash. Canals were constructed in flat open areas.

The barrel siphons are round. The single barrel siphon has a diameter of 16 feet; the double barrel siphons have a diameter of 12 feet. Double-barreled siphons were used in situations with heads more than 25 feet. Blow-off valves are used to dewater these siphons when repairs are needed.

The siphons were built as cast-in-place concrete. When the plans called for a double barrel siphon, only one was constructed, although the connectors from the canal sections were set in place for the second barrel, to reduce the amount of disturbance around the siphon when the second barrel was added.

The Casa Loma Siphon was designed as a double-barreled siphon that travels underground from the west portal of the San Jacinto Tunnel to the conduit which connects to the east portal of the Bernasconi Tunnel. It was one of the last components of the aqueduct to be completed.

The second barrel of the Casa Loma Siphon and the Casa Loma Canal were constructed as part of the CRA expansion. Instead of following the alignment of the first barrel, the second barrel and the canal travel in a U shape in order to connect with the San Diego Canal (a later period expansion). The San Diego Canal, built as an element of the Second San Diego Aqueduct, carries State Water Project water to San Diego.

*Resource Name or #: Colorado River Aqueduct

Page 2 of 7

*P3b. Resource Attributes (List all attributes and codes): HP 20: Canal/Aqueduct

*P4. Resources Present: Building Structure Object Site District Element of District
Other:

P5. Photograph or Drawing: (Photograph required for buildings, structures, and objects.)

*P6. Date Constructed/Age and Source: 1933-1960 Prehistoric Historic Both

*P7. Owner and Address: Metropolitan Water District of Southern California, P.O. Box 54153, Los Angeles, CA 900

*P8. Recorded by (Name, affiliation, address): Peggy Beedle, Applied EarthWorks, Inc., 3292 E. Florida Ave., Suite A, Hemet, CA 92544.

P9. Date Recorded: March 15, 2005

*P10. Type of Survey: Intensive Reconnaissance Other
Describe:

*P11. Report Citation (Provide full citation or enter "none"): *Historical Resources Evaluation Report: Realign State Route Between Domenigoni Parkway and Gilman Springs Road in the Cities of Hemet and San Jacinto and the County of Riverside.* Prepared for Christie Hammond, Caltrans District 8. Prepared by Applied EarthWorks, Inc., Hemet, California.

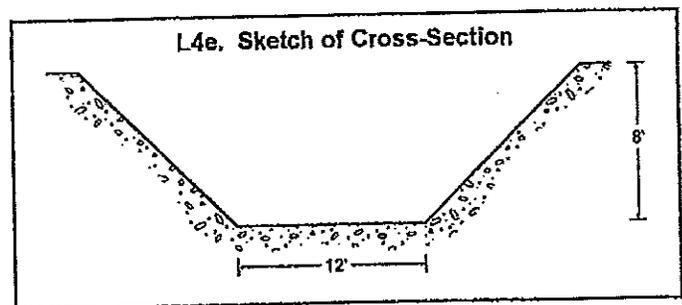
Attachments: None Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record Artifact Record Photograph Record Other:

- L1. **Historic and/or Common Name:** Colorado River Aqueduct
L2a. **Portion Described:** Entire Resource Segment Point Observation **Designation:**
b. **Location of point or segment (Provide UTM coordinates, legal description, and any other useful locational data. Show the area that has been field inspected on a Location Map):** UTM Zone 11, NAD 1927. East End of surveyed segment: 499456 mE/ 3739516 mN; West End of surveyed segment: 496970 mE/ 3738772 mN.

- L3. **Description (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate):** The surveyed segment of the Casa Loma Canal is an open canal of standard MWD design; it is 12 feet wide at the base and approximately 8 feet deep. It is constructed of poured concrete, and enclosed by a chain-link fence. The access road is on the north side of the canal. A box siphon is located on the canal; at the time of survey the water was at the top of the siphon, therefore a description is not available.

- L4. **Dimensions (In feet for historic features and meters for prehistoric features):**

- a. **Top width**
b. **Bottom width** 12 feet
c. **Height or Depth** 8 feet
d. **Length of Segment** 8,725 feet



- L5. **Associated Resources:** Access road, box siphon

- L6. **Setting (Describe natural features, landscape characteristics, slope, etc., as appropriate):** The surveyed segment of the Casa Loma Canal crosses a flat expanse of land from Sanderson Avenue to its connection with the San Diego Canal, which is located just east of the intersection of Warren Road and Esplanade Avenue. The wastewater treatment plant is located on Sanderson to the north of the canal. The setting for the rest of the surveyed segment is open fields; the farmsteads on north Warren Road are visible in the distance.

- L7. **Integrity Considerations:** The surveyed segment of the Casa Loma Canal is part of the Colorado River Aqueduct which is owned and operated by the Metropolitan Water District of Southern California (MWD). It is maintained in good working order. No major changes in design or materials have occurred since its construction. The wastewater treatment plant was constructed in the early 1960s, soon after the completion of the canal; no other modern features have intruded into the setting of the canal. It has retained integrity of setting, design, location, materials, workmanship, feeling and association. Therefore the Casa Loma Canal has retained a high level of integrity.

- L8a. **Photograph, Map, or Drawing:**

- L8b. **Description of Photo, Map, or Drawing (View, scale, etc.):** Casa Loma Canal and setting, facing SE



- L9. **Remarks:** None.

- L10. **Form Prepared by (Name, affiliation, and address):** P. Beedle, Applied EarthWorks, Inc., 3292 E. Florida Ave., Suite A, Hemet, CA 92544.

- L11. **Date:** January 22, 2008

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
BUILDING, STRUCTURE, OBJECT RECORD

Primary # 33-11265
HRI #
Trinomial CA-RIV-6726H; Update
NRHP Status Code 3S

*Resource Name or #: Casa Loma Siphons/Canal

Page 4 of 7

- B1. Historic Name: Casa Loma Siphons/Canal B2. Common Name: Casa Loma Siphons/Canal
B3. Original Use: Canal/Aqueduct B4. Present Use: Canal/Aqueduct
B5. Architectural Style: No Style
B6. Construction History (Construction date, alterations, and date of alterations): First barrel built in 1939; Second barrel/canal built in 1958 & 1959
B7. Moved? No Yes Unknown Date: Original Location:
B8. Related Features:
B9a. Architect: Metropolitan Water District b. Builder: Metropolitan Water District
B10. Significance: Theme Water Conveyance System Area: Riverside County, CA
Period of Significance 1933-present Property Type: Siphon/Canal Applicable Criteria A, C
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity): MWD initially built the CRA between 1933 and 1939, and finished the planned expansion in 1960.

The CRA previously has been recommended as eligible under Criteria A, C, and D. The portion of the CRA evaluated here consists of the Casa Loma Siphons and Canal which are considered contributing elements to the historical significance of the larger 242-mile system under Criteria A and C.

The first barrel of Casa Loma siphon was constructed in 1939. During the second or expansion construction in 1959 and 1960, the second barrel was built along with the Casa Loma Canal. Both elements retain integrity.

Planning for the CRA began in 1923. Prior to construction the area between the Colorado River and the San Jacinto Mountains was largely unpopulated and geologists, engineers and surveyors studied the approximately 25,000 square miles of desert, from Boulder Canyon to the California-Mexico border, to find and map suitable locations for the aqueduct. Construction began in 1933. During the next six years components of the CRA were built, beginning at the eastern end at the Colorado River and working west. Metropolitan engineers had anticipated that certain tunnels, particularly the San Jacinto Mountain Tunnel, would be difficult to drive; such tunnels were also started early in the construction process (Gruen 1998; MWD 2006).

For economic reasons the pumping plants and double-barreled siphons were constructed at one-half or one-third capacity as originally designed. It was thought that the aqueduct would not need to run at full capacity for at least 50 years after completion. However, the growth from World War II industry and post-war settlement in Los Angeles necessitated expansion sooner than anticipated. Further construction on the aqueduct started in the 1950s, with the installation of the needed motors and pipes to bring the pumping plants to full capacity. The second barrels on the double siphons were also constructed (MWD 1998). It was at this time that the second barrel and a canal segment were added to the Casa Loma Siphon.

Today, the CRA includes linear water conveyance features such as canals and tunnels, transmission lines and access roads, other built environment features like the pumping plants and the permanent operational camps, and historical archaeological sites, such as the remnants of the construction camps occupied in the 1930s. The CRA as an historic property includes all water-conveyance, power transmission, access and telecommunications facilities—as well as associated historical archaeological sites, buildings, structures, and objects no longer in use but related to earlier surveys and construction of the CRA.

BUILDING, STRUCTURE, OBJECT RECORD

Primary # 33-11265
HRI #
Trinomial CA-RIV-6726H; Update
NRHP Status Code 3S

*Resource Name or #: Casa Loma Siphon, Barrel 1

Page 5 of 7

The CRA is significant under Criterion A as its construction was a driving and enabling force for the economic development of southern California. The period of significance for Criterion A is from 1923 to the present. Previously the CRA has been recommended as being eligible under Criterion B for its association with William J. Mulholland (Neves and Goodman 2000; Dice 2001). Recent research undertaken in development of a Historic Property Treatment Plan (HPTP) for MWD (2006) demonstrates Mulholland was not directly involved in the designing, engineering, and construction of the CRA. It currently is not considered eligible under Criterion B. The CRA is significant under Criterion C as a marvel of civil engineering as outlined by Gruen (1998) who prepared HAER documentation of the CRA for the National Park Service. The American society of Civil Engineers declared it one of seven modern U.S. civil engineering wonders, and, in 1955, designated it a National Historic Engineering Landmark (Gruen 1998). The system is also significant under Criterion D for its potential to yield information about living and working conditions during the time of survey and construction, as embodied in remnant survey and construction camps, as well as tailing piles, and associated refuse deposits. The period of significance for the CRA under Criteria C, and D begins in 1923 and ends in 1960, with completion of the second phase of construction.

The CRA appears eligible for listing in the National Register under Criteria A, C, and D and is therefore considered to be a historical resource for the purposes of CEQA. Portions of this 242-mile long linear resource have been previously recorded in Riverside County on two occasions; both surveys recommended the property as eligible for the NRHP (see attached records). The portion of the CRA that is within the APE for the current project, consisting of the Casa Loma Siphon and Canal, retain integrity and should be considered contributing elements to the overall significance of this property if it were evaluated as a whole.

B11. Additional Resource Attributes (List attributes and codes): HP 20: Canal/Aqueduct

B12. References: Neves, J. and J. Goodman. 2000 DPR Form for the Colorado River Aqueduct completed by SWCA.

Dice, Michael. 2001 DPR Form for the Colorado River Aqueduct completed by L & L Environmental Inc.

Metropolitan Water District. 2006 *Historic Properties Treatment Plan for the Colorado River Aqueduct*. Prepared for Metropolitan Water District of Southern California. Prepared by Applied EarthWorks, Inc., Hemet, California.

Gruen, J. Philip 1998 *Colorado River Aqueduct Recording Project*. Los Angeles: Groucho Publications. 1998. Published version of HAER Document No. CA-226, Colorado River Aqueduct.

National Park Service 1997 National Register Bulletin 15: How To Apply the National Register Criteria for Evaluation. NPS, Washington, D.C.

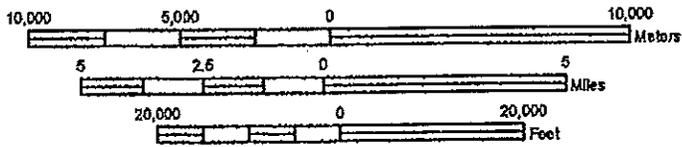
Seifert, Donna J. 1995 National Register Bulletin 21: Defining Boundaries for National Register Properties. NPS, Washington, D. C.

B13. Remarks: None.

(This space reserved for official comment)

B14. Evaluator: M. C. Hamilton, P. Beedle, Applied EarthWorks, Inc., 3292 E. Florida Ave., Suite A, Hemet, CA 92544.

Date of Evaluation: March 15, 2005



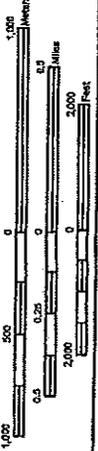
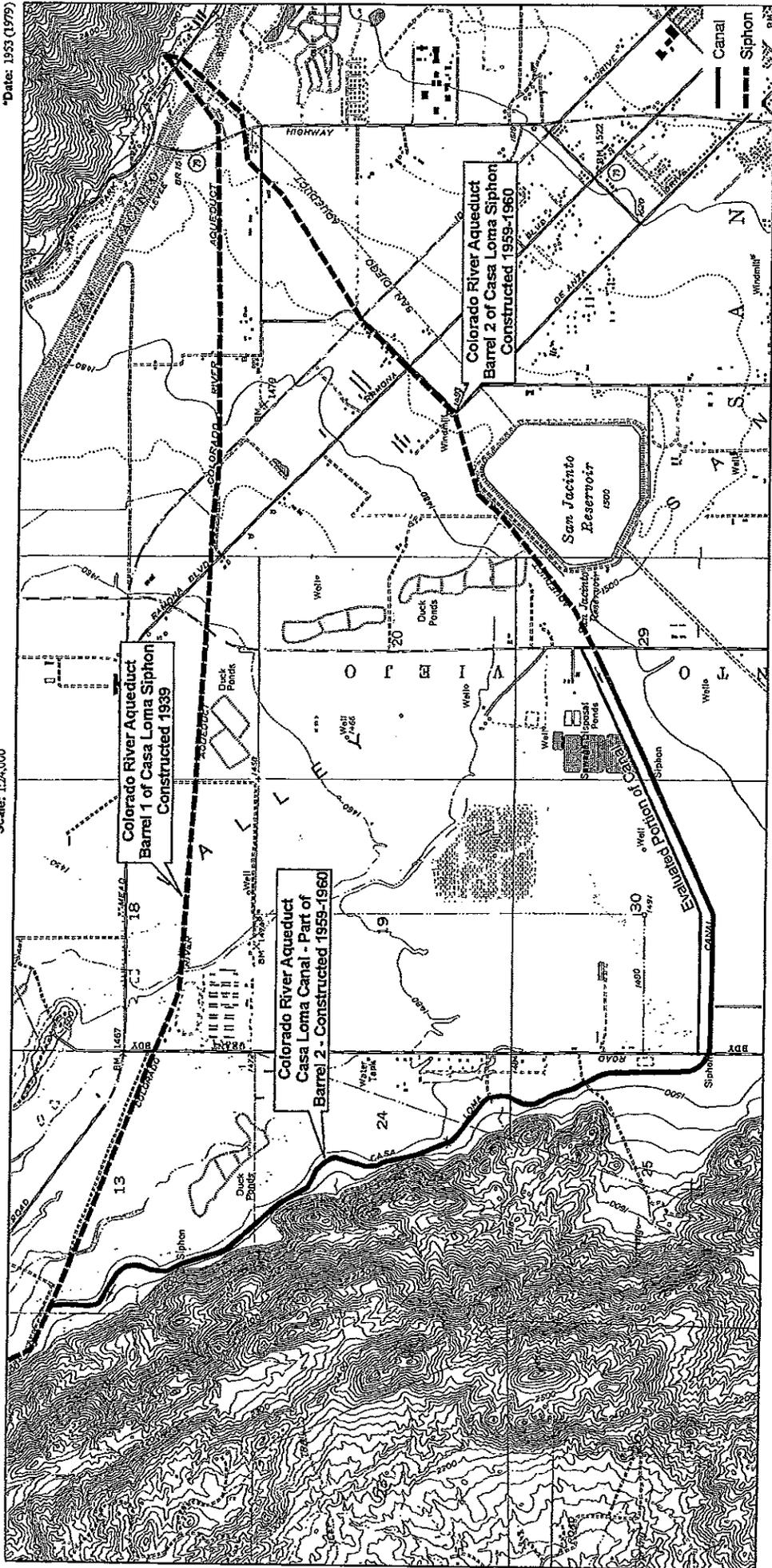
TRUE NORTH

*Resource Name or #: Colorado River Aqueduct

*Scale: 1:24,000

*Map Name: Winchester, CA

*Date: 1953 (1979)



CONTINUATION SHEET

*Recorded by: AECOM

*Date: August 9, 2013

Continuation

Update

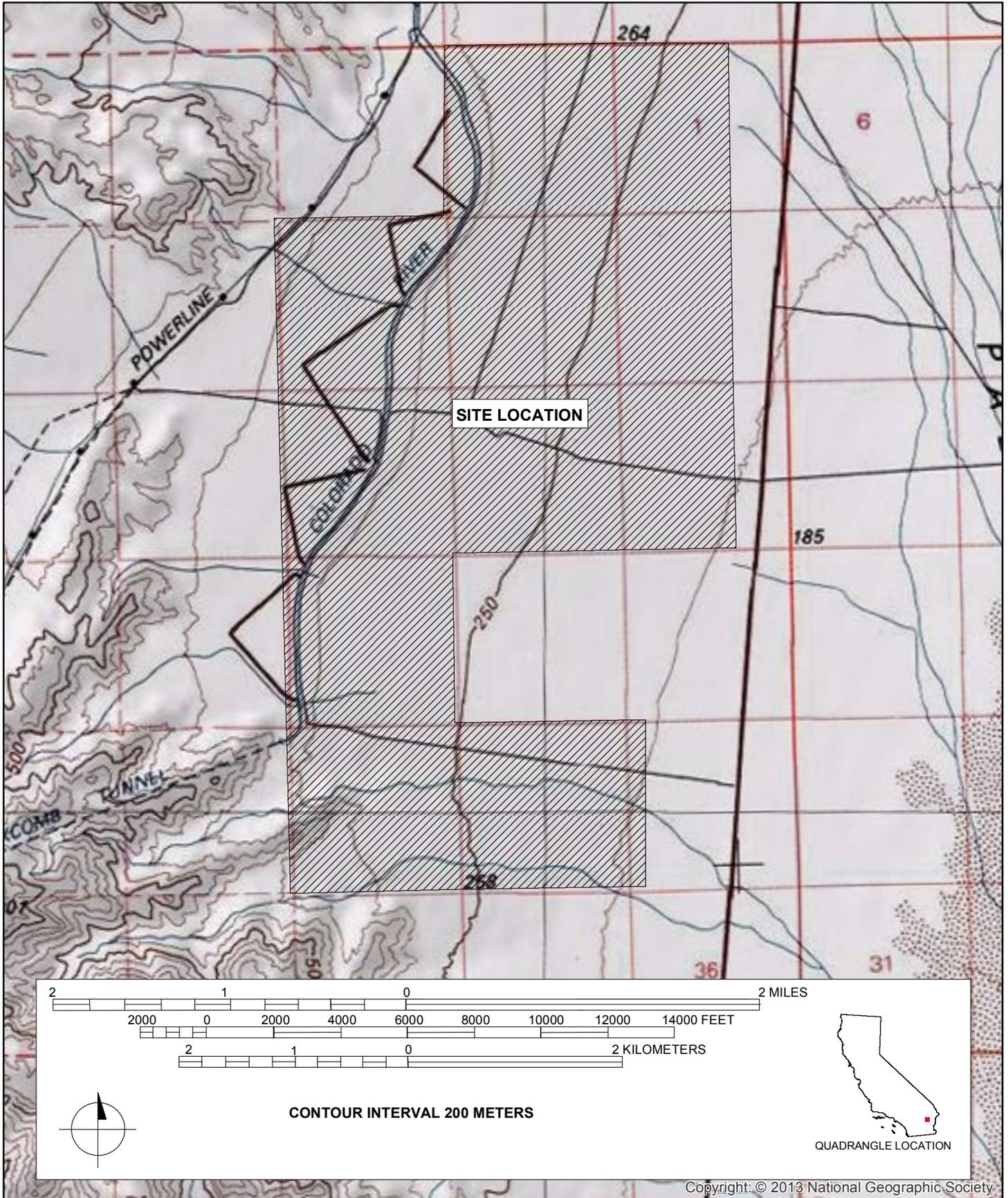
The previous recording for this resource includes a 1968 listing for the Desert Training Center as a California Point of Historical Interest and an application for California State Historical Landmark listing for the Desert Training Center—California-Arizona-Manoeuver-Area (DTC-CAMA). The Desert Training Center encompassed approximately 55,000 square miles, extending across California, Arizona, and Nevada. The Desert Training Center within the California state boundaries is listed as State Historical Landmark (SHL) 985.

DTC-CAMA includes several camp sites, including Camp Coxcomb. The site of Camp Coxcomb was revisited on July 10, 2013. Associated roads for the camp remained intact with rock lining along the sides as outlines. The remains of the contour map of the DTC-CAMA appear to be in an advanced state of deterioration. There are no standing structures remaining. As part of the DTC-CAMA, the site of Camp Coxcomb is a significant historic property, eligible for the NRHP and CRHR. However, there are no extant standing structures, and it should be considered an archaeological site.

Report Citation:

AECOM

2013 *Class II and III Cultural Resources Survey Report for the Palen Solar Electric Generating System Riverside County, California.*



POINT OF HISTORICAL INTEREST

DO NOT WRITE IN THIS BLOCK

Reg. No. R111-022
Date 6-7-68
By [Signature]

33-11638

County Riverside Name Desert Training Center

Location Area in and around Desert Center

Historical Significance:
From headquarters near here, the United States Army, 1942 through 1944, trained more than a million men for combat-readiness in World War II. The 55,000 square miles of training area, extending into Arizona and Nevada, permitted wide use of ground and air equipment. General George S. Patton, Jr., was first commander. The program and area were expanded under Major General Walton H. Walker.

THIS POINT OF HISTORICAL INTEREST IS NOT A STATE REGISTERED HISTORICAL LANDMARK.

RECOMMENDED:
[Signature]
Signature—Chairman, County Board of Supervisors

APPROVED:
[Signature]
Signature—Chairman, Historical Landmarks Advisory Committee

Date April 8, 1968

Date 6/2/68

APPLICATION FOR REGISTRATION OF HISTORICAL LANDMARK

SHL 985

of Proposed Landmark DESERT TRAINING CENTER, CALIFORNIA-ARIZONA MANEUVER AREA

DTC - CAMA

33-11638

Location see page two of application

Camp Coxcomb

County Imperial, Riverside, and San Bernardino Counties

Name and Address of Landowner upon Whose Property Landmark is Proposed _____

Bureau of Land Management - see page 2

Name and Address of Applicant Sandra J. Elder

Phone No. _____

Office of Historic Preservation, Sacramento, CA

(916)

Bus. Phone No. 445-8006

Is this landmark of statewide significance as described in the State of Policy? _____

Explain (use extra sheet if necessary):

During the early days of World War II, the War Department recognized a need to train its troops under conditions similar to the rough terrain and harsh climates they would encounter and to develop and test equipment, doctrine and tactics for desert warfare. In 1942 the Desert Training Center was created to fulfill this requirement. This simulated theater of operations became the largest military training ground in the history of military maneuvers. Consisting of eleven divisional camps, the Desert Training Center (DTC), later to become the California-Arizona Maneuver Area (CAMA), eventually stretched from Indio, California eastward almost to Prescott, Arizona, and from Yuma, Arizona northward to Searchlight, Nevada, covering approximately 18,000 square miles.

The first commanding officer, Maj. General George S. Patton, Jr. initiated an intense program of training designed to test both men and equipment. Augmenting the rigors of the desert, his methods and ideals instilled a sense of discipline in over one million men who passed through the DTC-CAMA before its closure in 1944.

Is bibliography complete? (To enable verification of statements and claims made herein.) _____

Is permission of property owner for registration attached? _____

Is approval of property owner to place a plaque attached? _____

Is proof of reasonable protection for requested landmark attached? _____

Are photographs, prints, or drawings (two views) attached? _____

DESERT TRAINING CENTER, CALIFORNIA-ARIZONA
 MANEUVER AREA CAMPSITE LOCATION

33-11688

CAMP	LOCATION	COUNTY
Camp Young	T6S R11E (SBM) Sec. 2, 12, 14 T6S R12E (SBM) Sec. 6, 8	Riverside
	<i>cottonwood Spring 7.5'</i>	
Camp Coxcomb	T2S R16E (SBM) Sec. 35 T3S, R16E (SBM) Sec. 1, 2, 10, 11, 12, 13, 14, 15 22, 25, 26, 27	Riverside
	<i>Coxcomb Mtns 7.5' ↓ East of Victory Pass</i>	
Camp Granite	T1S R17E (SBM) Sec. 25 T1S R18E (SBM) Sec. 29, 30, 31, 32	Riverside
	<i>Granite Pass 7.5' East of Granite Pass 7.5'</i>	
Camp Iron Mtn.	T1S R17E (SBM) Sec. 1, 11, 12, 13, 14 T1S R18E (SBM) Sec. 6, 7	San Bernardino
Camp Clipper	T8N R16E (SBM) Sec. 2, 11, 12, 14, 23	San Bernardino
Camp Ibis	T10N R20E (SBM) Sec. 24 T10N R21E (SBM) Sec. 7, 8, 18, 19, 20 T11N R20E (SBM) Sec. 32, 33	San Bernardino
Camp Pilot Knob	T16S R21E (SBM) Sec. 9, 10, 15	Imperial

Bureau of Land Management
 California Desert District
 c/o Garth Portillo, Archeologist
 1695 Spruce
 Riverside, CA 92507
 (714) 351-6402

Phoenix District

Yuma District

DESCRIPTION (Corresponding to one or more items under I, II, or III of the Statement of Policy.)

33-11638

The following material was excerpted from the Bureau of Land Management, California Desert District, Interpretive Plan for Desert Training Center, California-Arizona Maneuver Area.

"On January 29, 1942, the Germans recaptured the port of Bengasi, and in one week rumbled one hundred miles toward Egypt. If they continued and if the Japanese pierced through India, the Axis powers might join forces in Persia and supplement each other in supplies. They would be in a position to attack Russia from east, west and south.

The War Plans Division of the War Department General Staff believed that the campaign in North Africa, like those which had taken place in Norway, Albania, and Crete, had proved conclusively the necessity for troops specially organized, trained, and equipped to operate on difficult terrain. The lack of such troops had proved disastrous. The War Plans Division therefore recommended that a training center be established to train troops in desert warfare."¹

On February 5, 1942, Lt. Gen. Lesley J. McNair, Chief of Staff, General Headquarters, gave his approval and designated Maj. General George S. Patton, Jr. of the First (I) Corps, as Commanding General of the Desert Training Center. General Patton was ordered to reconnoiter southeastern California and western Arizona for a suitable site. The General and his staff arrived at March Field, Riverside, California on March 4, 1942 and spent the next three days evaluating areas in California, Nevada and Arizona. General Patton thought that this was the greatest area possible and recognized that "the numerous mountain chains, the nature of the soil, and the presence of dense vegetation in many sections, all rendered the area suitable not only for armored combat service but also for practically all forms of combat exercises."²

During his stay he arranged for water, electricity, telephone connections and railroad support. General Patton selected a location approximately 25 miles east of Indio, at Shavers Summit (now known as Chiriaco Summit) for his base camp. Additional sites for divisional camps were selected in the vicinity of Desert Center, Iron Mountain and Needles over which he wanted jurisdiction, though he did not contemplate construction at that time.

The base camp received its name designation on May 12, 1942. It was named for Lieutenant General S.B.M. Young, who had campaigned in the region and later became the first Army Chief of Staff. One of the first units transferred to the DTC, the 773rd Tank Destroyer Battalion, recorded in their official history, "Camp Young was the world's largest Army Post and the greatest training maneuver area in U.S. military history. Eighteen thousand square miles of nothing, in a desert designed for Hell."

1. + 2. Meller, Sgt. Sidney L., "The Desert Training Center and CAMA," Army Ground Forces Historical Study No. 15, 1946.

The topography of the training area was diverse and included large areas of sand and dunes, regions of rocks and clays and dry, flat, salt lake beds. The site included many rugged mountains which rose precipitously from the desert floor, some attaining a height of over 7,000 feet. The broad valleys were etched by heavily vegetated washes which wound down from the canyons, across the bajadas and produced an intricate and varied pattern on the landscape.

Rainfall in the training area averaged less than 5 inches per year and it generally occurred within a 2 or 3 month period. Cloudbursts in the mountains often resulted in flashflooding in the washes which caught many a novice by surprise.

As could be expected, the desert was hot and temperatures were as high as 130° in the shade. Other aspects of the local climate that caused problems for both the men and the equipment were the extraordinary shifts in temperature and sand and dust storms. During the winter the temperature could vary between 100° at noon and to near freezing at night. A rise or fall in temperature, a cloudburst, a wind and sandstorm could occur with little or no warning.

The vegetation was what one might expect in such an arid climate and was described in one official document as "...the world's most thorny objects."

The Desert Training Center was approximately 100 miles by 200 miles in size and extended from Indio, California, to near Prescott, Arizona, and from Searchlight, Nevada to Yuma, Arizona. (See Map 3). Three separate maneuver areas, A, B, and C were identified within the Center. The Center officially opened on April 30, 1942, with a small contingent of personnel which would soon grow.

Though General Patton developed and prepared for the first full scale Desert Training Center maneuvers, he was not to command them. The situation in North Africa required his presence and he was called back to Washington and then ordered overseas. He was followed shortly by the first group of DTC trainees. Although there only for a relatively short period of time, his imprint on training methods and the conduct of maneuvers remained throughout the existence of the training center. General Patton established the austerity, discipline and high standards of unit and division training that continued after his departure.

Major General Walton H. Walker assumed command of the Center upon General Patton's departure on August 2, 1942, and was later relieved by General Alvan Gillem, Jr. By March, 1943 the North African campaign was in its final stages and the primary mission of the Desert Training Center, to train troops in desert survival and tactics, no longer applied. Future deployments would be to other parts of the world and training would have to be geared to other worldwide commitments.

Under Major General Charles H. White, the Desert Training Center was enlarged and the military strength of the Center soared until it reached almost 190,000 men. The name of the Center was changed by War Department directive to the California-Arizona Maneuver Area (CAMA). By November, 1943, in support of its worldwide commitment, the CAMA had grown to include the headquarters at Camp Young, Camp Coxcomb, Camp Iron Mountain, Camp Granite, Camp Clipper (Essex), Camp Ibis and Camp Pilot Knob in California and Camp Hyder, Camp Horn, Camp Laguna and Camp Bouse in Arizona.

Maneuvers continued as the numbered corps rotated through the CAMA en route to theaters of operations around the world. The 10th Corps directed the last maneuvers held at the CAMA. At midnight on April 30, 1944, training at the Desert Training Center ended and with it a significant phase of the epoch of World War II.

With deactivation of the CAMA, a concentrated effort began to clean up the area, close the camps, collect, salvage and ship to outside depots thousands of pieces of equipment and tons of material. The last facilities to close were the Base General Hospital Depot, the Pomona Ordnance Base and the headquarters at Camp Young.

Now, 40 years after the departure of the Generals, their headquarters, the combat tanks and infantrymen and their various support units for other assignments, the desert has slowly reclaimed a great deal of the area.

Following the closure of the the CAMA in 1944, the land within the maneuver area was returned by the War Department to the original owners. The vast majority of this area was public land, administered by what is now the Bureau of Land Management.

The initial action, which is designed to focus attention on the BLM's commitment to establish and maintain a group of interpretive facilities honoring the soldiers that trained on the surrounding desert during World War II, was the dedication of a monument on May 8, 1985 (see Photo 1). The site selected for the monument is adjacent to Camp Young, the original headquarters camp of the DTC and the date was selected to coincide with the 40th anniversary of Victory in Europe (V.E.) day.

Plans are currently underway in the private sector to develop a memorial museum and visitor center to honor Major General George S. Patton, Jr., who was the driving force behind the development of the Desert Training Center and its first Commander. The General George S. Patton Jr. Museum Inc. is sponsored by private citizens and supported by donations and volunteer activities.

(Museum opened November 1988, see Sunset Magazine article, February 1989)

1. Riverside County

a. Camp Young.

Camp Young is located approximately 25 miles east of Indio. The camp, named for Lieutenant General S.B.M. Young, the first Army Chief of Staff, historically served as the headquarters for the entire theater of operations. It was from this site that General George S. Patton, Jr. trained the 3rd Armored Division, the first of a wave of incoming troops, in essential desert tactics and maneuvers. Camp Young remained the Administrative Headquarters and the focal point of the maneuvers area until the closure of the DTC in 1944.

Today, the area that was once Camp Young lies abandoned. The ownership of the land is divided between several private holders and the Federal Government in a checkerboard pattern. The remnants of the camp include roads and walkways, rock alignments and miscellaneous artifacts left by the men who lived there. Thick vegetation serves to hide many of these features from on-the-ground observers, though from the air, the infrastructure is much more apparent.

The changes that have occurred since abandonment have altered large portions of the camp. A four lane freeway runs through the southwest corner of the camp. A powerline and a gas line transect the area from east to west. Washes originating from the Eagle Mountains to the north flow through the camp, erasing many of the man-made features. In addition, grading and water diversion methods performed by the Metropolitan Water District have channeled runoff over the camp, leaving many of the original roads deeply rutted. Damage by motorized vehicles is most apparent in the disturbance of rock alignments. Past activities associated with collecting is evident by the presence of holes.

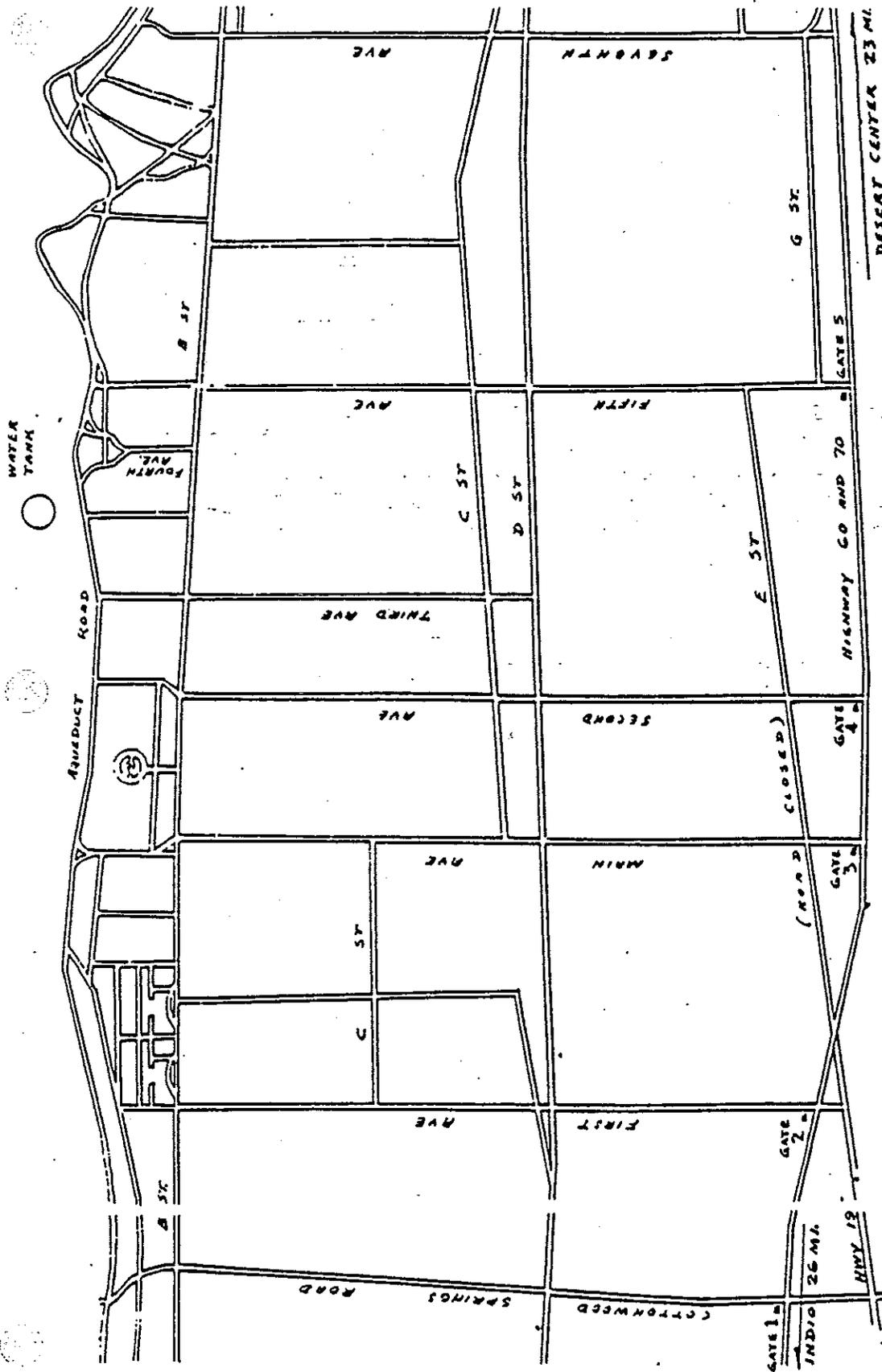
Fortunately, much of this destruction can be repaired. Closure of the camp to vehicle traffic, except on approved routes of travel, will decrease inadvertent damage caused by cross-country travel. Closure of the area to artifact collecting will discourage digging and other forms of disturbance. Agreements with the Metropolitan Water District may help to eliminate erosion problems. Land ownership patterns preclude legal public access into the camp at this time. Agreements will be developed to provide access in the future.

Interpretive measures including the placement of a monument and plaque and a kiosk at or near the campsite will provide an opportunity to distribute information. The kiosk will display a variety of information ranging from maps and photographs of the original camp to actual "orders of the day" and schedules of camp events. A visitor register will be located at the kiosk to generate sources of information or support and to monitor levels of use. The kiosk will be located along "B" Street near the entrance to the camp. The monument will be a replica of one placed at Camp Horn to memorialize several men who died while stationed there. An interpretive trail connecting points of interest will be constructed. These points of interest will undergo some degree of restoration depending on the recommendation of a qualified archaeologist. Additionally, any restorative or stabilizing work done throughout the camp will be performed under direct supervision of an archaeologist. Areas whose original function can be determined will be signed with low-profile markers for identification. Since Ditaxis californica, a BLM sensitive plant species, occurs here, a botanist will check sites of new trails and facilities before construction.

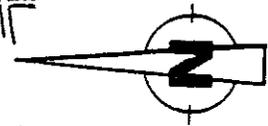
Maintenance of these facilities and monitoring of the site will be done routinely. Monitoring will best be achieved through establishment of photo plots and the maintenance of a permanent photographic record.

MAP 4

88917-88



ORIGINAL CAMPSITE CAMP YOUNG Calif.



88-11688

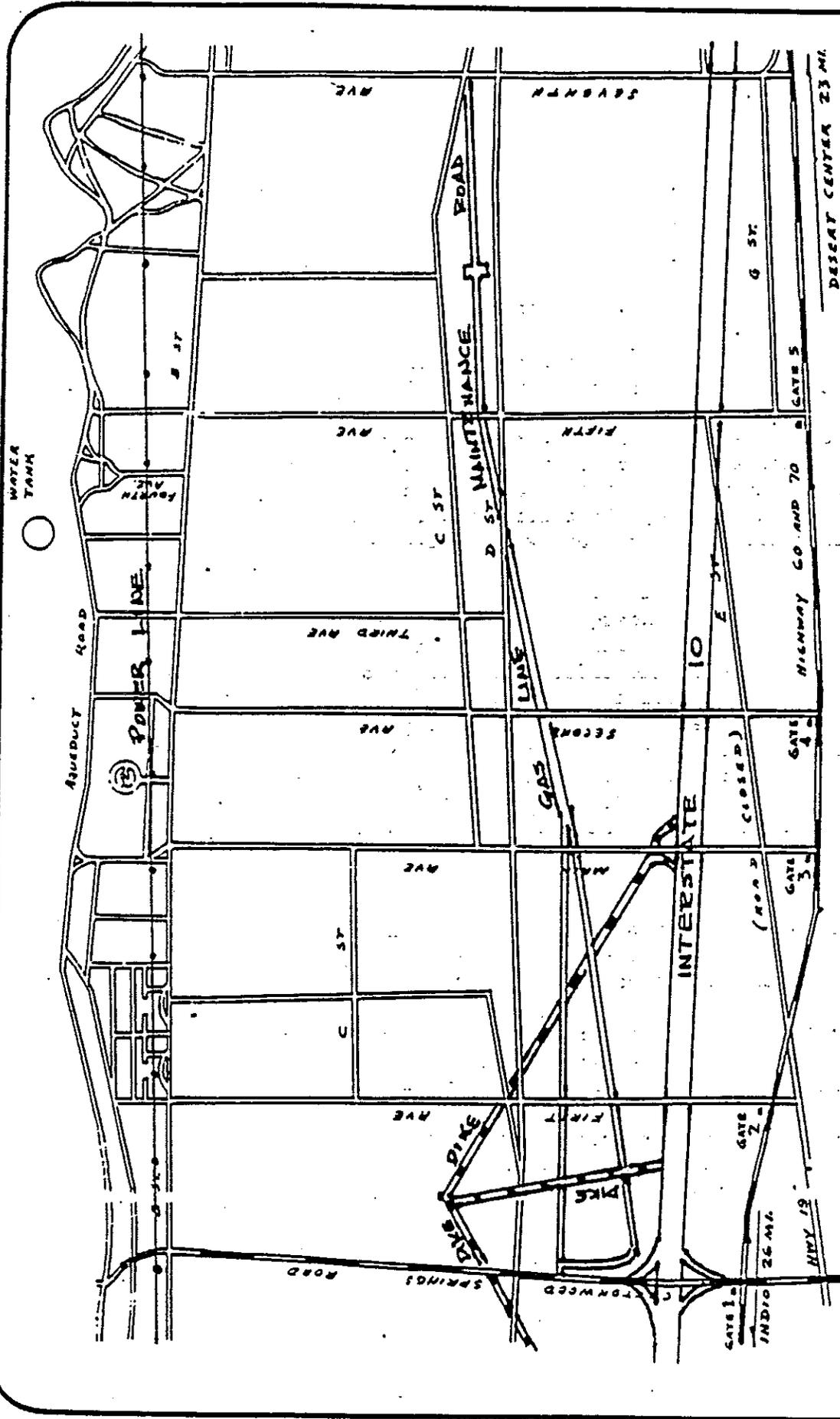
EXISTING
CAMP YOUNG
Calif.

Cottonwood Spr 7.5

MAPS NOT TO SCALE

Paved Road

Dike



b. Camp Coxcomb

Camp Coxcomb, named for the mountain range which surrounds it, is located north of Desert Center. The campsite is long and narrow and runs roughly in a north south direction. Situated on an eastern sloping bajada, a number of major drainages have, over time, cut through the camp, draining rainwater into the Palen Valley.

Although clearly visible from the air and from the overlooking mountains, at ground level the infrastructure is difficult to identify. Many areas are obscured by desert vegetation, sand and the effects of surface erosion. The impacts of recent motorized vehicle use can be found throughout the site. Vegetation and washouts along with misplaced rocks force vehicles to travel cross-country in order to find specific points. Although all of the major access roads into the camp from the highway are clearly visible, most have become impassable except by four-wheel drive vehicles.

In terms of original structures still standing, the contour map of the DTC near Division Headquarters and the stone altar in the chapel area are still in place. The contour map has deteriorated due to the effects of time, nature and motorized vehicles. Immediate action is required if it is to be preserved or restored. Portions of the map still display its original colors (blue for the Salton Sea), but a large area has eroded and has been covered with sand. The map has been recently fenced to discourage further damage. The altar is in good condition with only a few stones missing.

The rockwork which outlined roads and trails is in varying degrees of deterioration. In some areas it is still in excellent condition while in others it has been destroyed. With little effort many areas could be restored.

The BLM manages the majority of land within the camp area. However, roughly a third of the camp's land lies in private ownership. Acquisition of this land is not contemplated at this time, but could be a consideration in the future. The California Desert Plan has designated the entire area as Multiple Use Class M. The Colorado River aqueduct and a major powerline roughly parallel the western edge of the camp.

In order to arrest the site's deterioration and provide opportunities for the public to enjoy and to better appreciate the significance of this historical site, a number of actions are proposed specifically for Camp Coxcomb.

A monument with a plaque identifying the camp will be erected at the intersection of Highway 177 and the dirt road leading to the Divisional Headquarters area. The monument will be placed off of the highway in order to provide room for vehicles to pull over. The large berm blocking the road will be removed. The other roads leading into the site will remain closed and the existing berms will remain in place. The Motorpool Road, the Administration Road, 3rd Street and 15th Street will be opened for vehicle traffic. This loop drive will provide access into the site, placing visitors within very short walking distance to most of the remaining areas. These routes will be signed "open" and identified by their original names. Vegetation will be removed, rock alignments replaced and minor repairs made to the surface to insure that the route is passable and vehicles are not forced "cross-country."

A military style bulletin board will be erected on Administration Road in the vicinity of the flag circle. Copies of maps, information, DTC-CAMA history, photos, in addition to "orders of the day", camp events, schedules and other activities relating to the period will be displayed. A visitor register will be placed at the site.

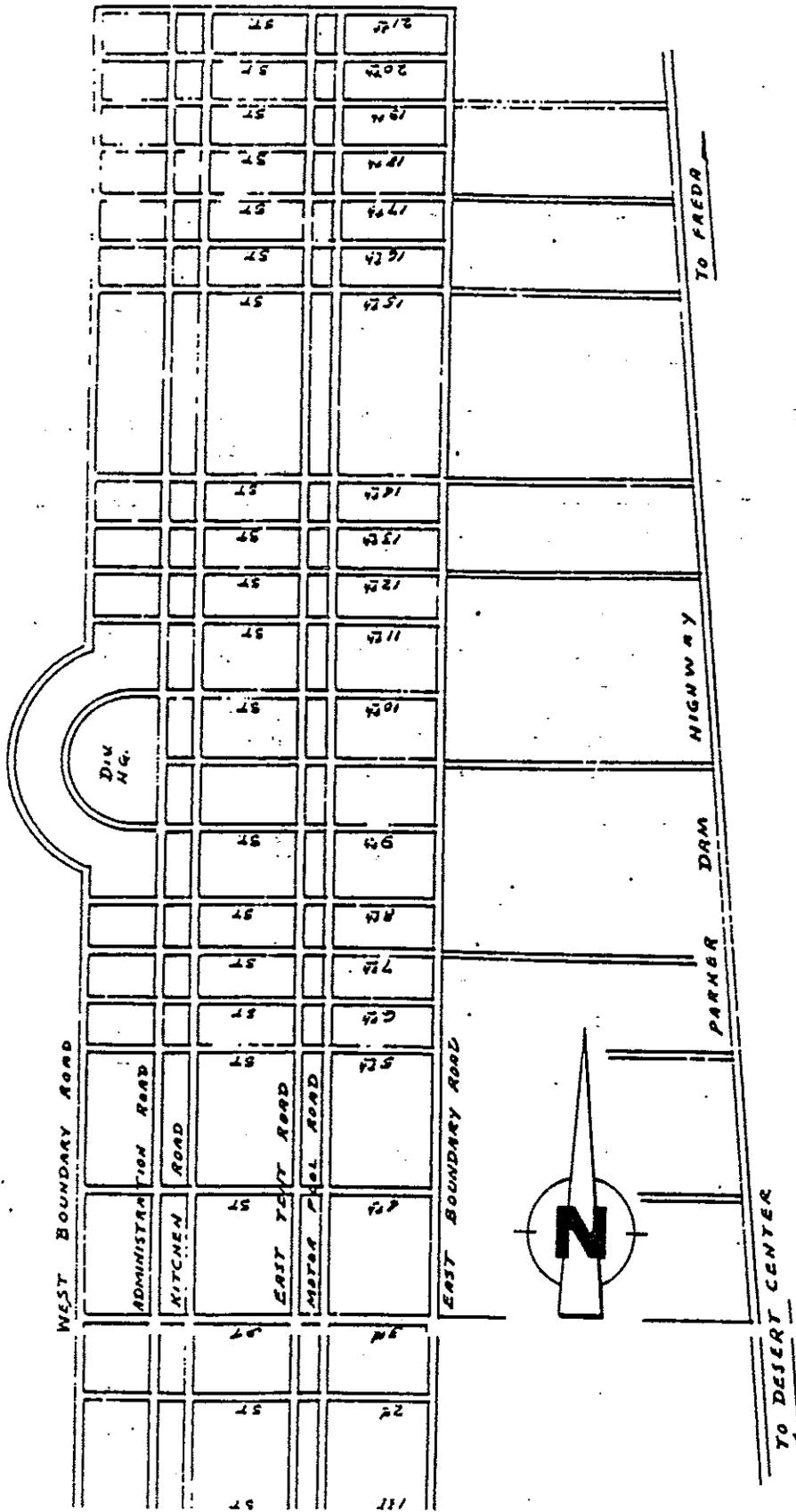
A self-guided interpretive trail connecting points of interest will be established. As new interpretive features are discovered or developed they will be included. Restoration of any facility will be carefully considered as specific cases arise and will only be accomplished under the direct supervision of an archaeologist.

Areas of known activity (dispensary, motor pool, theater, chapel, etc.) will be identified with low profile signs. (See Appendix E).

A monitoring program, which includes a permanent photographic record, will be implemented to insure the stability of the site.

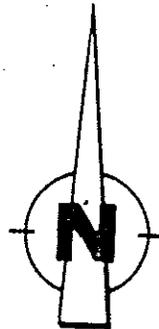
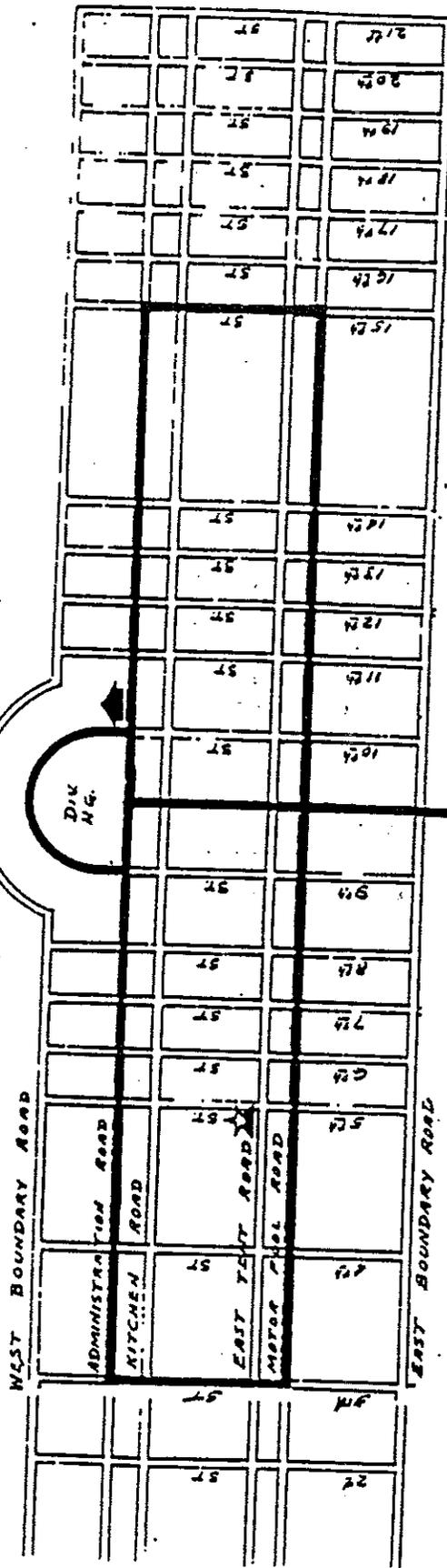
MAP 6

33-11638



ORIGINAL CAMPSITE
CAMP COXCOMB
 Coxcomb, Calif.

33-11638



-  Open Access Route
-  Paved Road
-  Dike
-  Range Fence
-  Information Kiosk
-  Monument
-  Altar

EXISTING
CAMP COXCOMB.
 Coxcomb, Calif.

*East of Victory Peak &
 Coxcomb Mts 7.5*

MAPS NOT TO SCALE

c. Camp Granite

33-11638

As with most camps within the Desert Training Center, Camp Granite was named after the nearest major geological feature, the Granite Mountains. The camp is roughly three miles long and a little less than one mile wide. The major axis runs in an east-west direction. Camp Granite is located on the north facing bajada opposite Camp Iron Mountain, and from either camp, portions of the other can be seen. Drainages from canyons in the Granite Mountains run in a northerly direction and this accounts for a great deal of the deterioration of the road network throughout. This area actually includes the second Camp Granite built in the area. The original camp was located closer to the highway and was moved to higher and dryer ground following problems generated by runoff from the mountains.

Vegetation, although generally sparse, obscures clear views of the roads and rockwork. The main camp roads are easily identified on the ground but vegetation and erosion prevent passage for most vehicles. This, in fact, forces drivers to leave the main routes and drive cross-country. Large segments of rockwork have been disturbed by such random use. In their present condition, a four-wheel drive vehicle is needed to safely drive most routes.

There apparently are no primary structures remaining at the site. A large "crossed rifles" insignia has been reported but its location has not been recorded. A detailed inventory is needed to insure that all historically significant areas and/or features are identified. The rock alignments in the vicinity of the flag circle have, with few exceptions remained intact. The intricate trails, circle and tent paths are the most interesting features found to date. Very little effort would be required to restore this area to its original condition.

The BLM manages most of the land within the camp area. A very small portion of the campsite in the southwest corner is situated on State land. This part is relatively insignificant and acquisition is not anticipated at this time. The entire area has been designated as Multiple Use Class "M" in the California Desert Plan. Other than the highway, the only other significant manmade feature in the immediate area is the Colorado River Aqueduct which is located about one mile from the northwest corner of the camp.

Many portions of the camp are suffering from years of neglect and the forces of nature. In order to reverse this process and stabilize the site to insure that its historical values can be preserved for future generations, a number of activities are proposed.

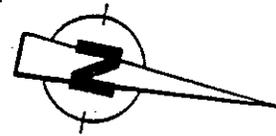
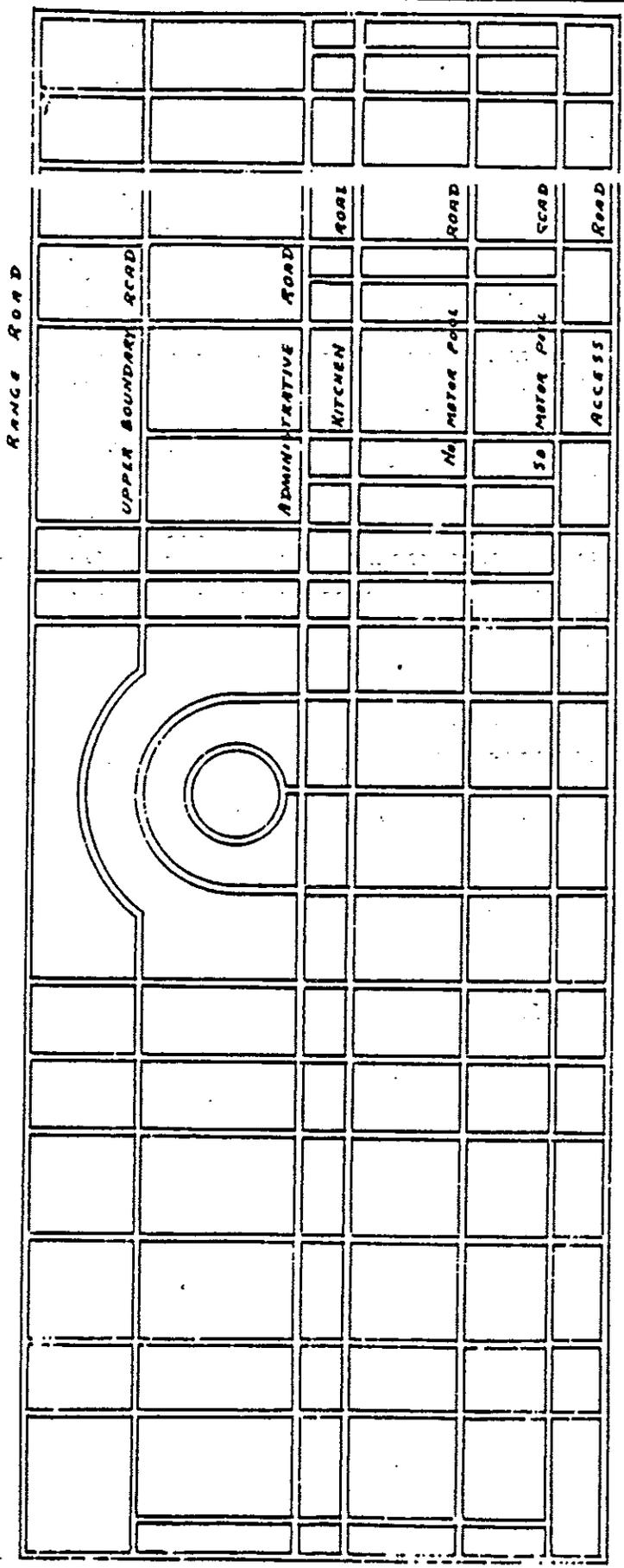
As with the other camps that formerly composed the Desert Training Center, a pyramid shaped monument with a plaque describing the camp's historical significance is planned. The monument will be located at the intersection of Highway 177 and the dirt road that goes up to the camp flag circle. The monument will be placed off of the highway in order for vehicles to pull over. The road berm will be removed to make the monument and route easily accessible. The North Motor Pool Road, Administrative Road, 4th Street, and 16th Street will be opened for vehicle use. This network will provide access into the site in addition to a loop drive that will place visitors within very short walking distance of most of the remaining camp. These routes will be signed "open" and identified with street name signs. Vegetation will be removed, rock alignments replaced and minor repairs made to the surface to insure that the route is passable and vehicles are not forced "cross-country".

A military style bulletin board will be erected on Administrative Road near the flag circle. Information relating to the camp's active period will be displayed along with current information and maps. A visitor register will be placed at this site.

A self-guided trail will be developed to ensure that visitors are directed to the significant areas and features. New interpretive features will be included as they are found. Restoration and/or modifications will be accomplished only under the direct supervision of an archaeologist.

Areas of known past activity will be identified with low profile signs.

Periodic monitoring, to include a permanent photographic record will be developed to insure the continued stability of the camp.

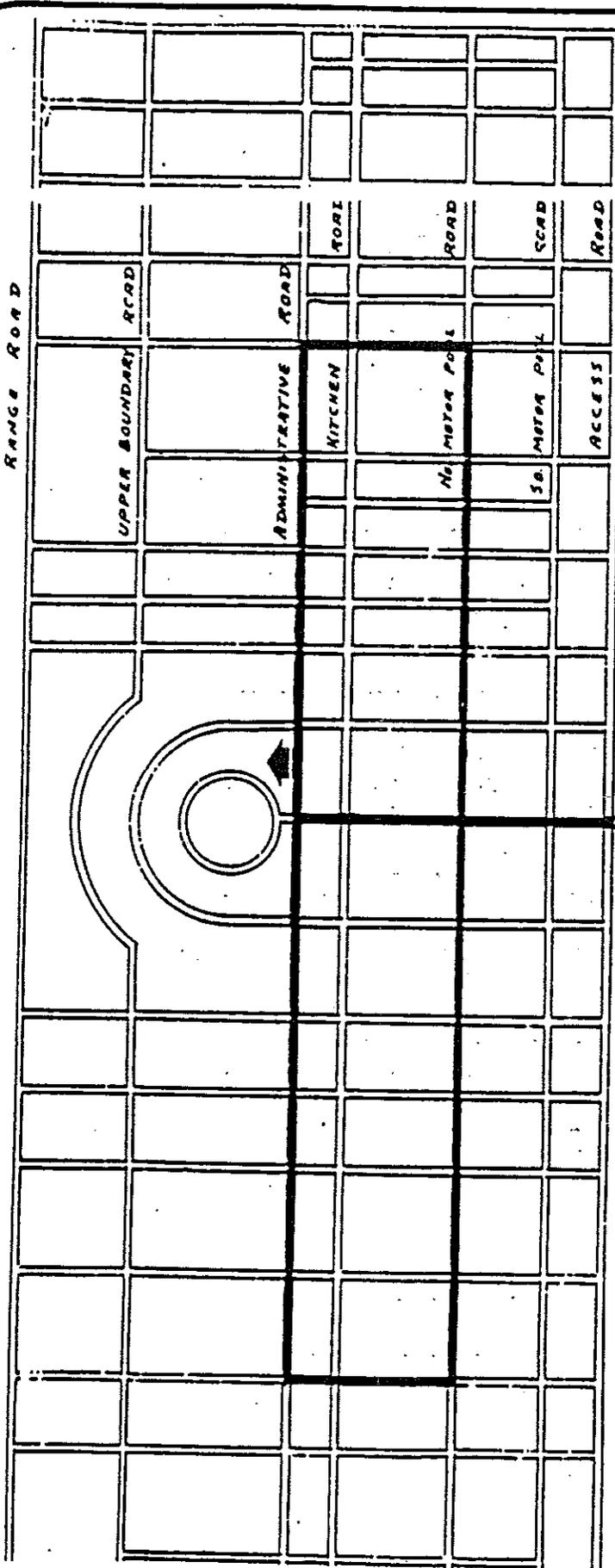


ORIGINAL CAMPSITE
CAMP GRANITE
Calif.

MAP 9

33 - 11588

**EXISTING
CAMP GRANITE
Calif.**



- Open Access Route
 - Paved Road
 - Dike
 - Range Fence
 - Information Kiosk
 - Monument
- MAPS NOT TO SCALE

*Units to Park &
East of Granite Park 715*

2. San Bernardino County

33-11638

a. CAMP IRON MOUNTAIN

Camp Iron Mountain lies in the shadow of its namesake, Iron Mountain. It faces southeast, toward Camp Granite less than a mile away. Designated as an Area of Critical Environmental Concern (ACEC) in 1980, Camp Iron Mountain has been the best known of all the camps. Because of the management actions that have occurred sporadically throughout its history, this camp enjoys a degree of protection not found at the other camps.

The perimeter of Camp Iron Mountain has been fenced so access to the camp is limited to foot traffic. The contour map at the campsite has also been fenced, prohibiting any traffic over it. An ACEC Plan outlining measures to protect and interpret the site was completed in January 1985. This DTC-CAMA Interpretive Plan will add to or reiterate those measures identified in the previous ACEC Plan.

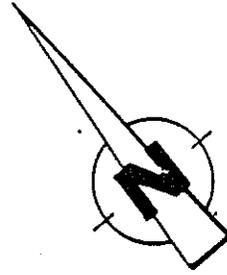
Though it has received more protective actions than the other camps, Iron Mountain has not remained untouched by the forces of nature or destruction by man. The contour map has been badly damaged by surface erosion. Berms and sandbags have helped to divert the flow of water from the site but more permanent measures must be considered. Vegetation has displaced many rock mosaics, making them difficult or impossible to identify. Fortunately, however, many rock mosaics have survived, as well as two altars, and numerous rock alignments along roads and walkways. A site inventory is needed to record all significant camp features.

The BLM manages all of the land within the camp area. However, legal access into the camp for the public is not available. The ACEC plan recommends that an easement be obtained and access be maintained to the site entrance. In addition, the boundary fence must be repositioned to allow for the access road. The fence will also be extended to the west to include an area of the camp that was overlooked when the camp was first fenced.

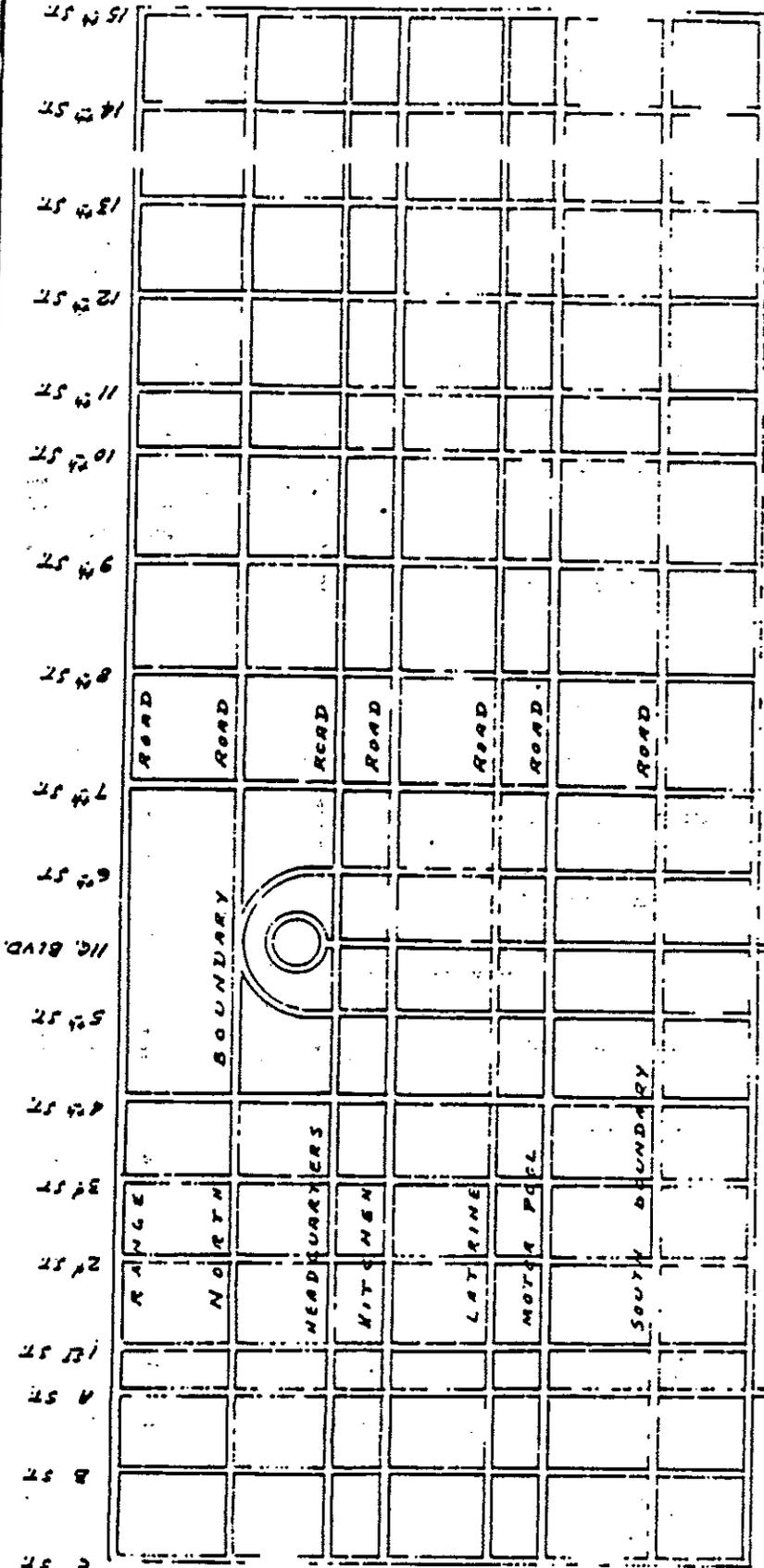
As with the other camps of the old DTC-CAMA, a monument with a plaque describing the camp's history is planned. The monument will be placed along the proposed access road leading to the camp. Colocated with the monument will be a military style bulletin board where additional information can be placed. A self-guided trail will be developed to direct visitors to significant areas and features. These features will be identified with low profile signs.

MAP 10

88-11638



ORIGINAL CAMPSITE CAMP IRON MOUNTAIN Calif.



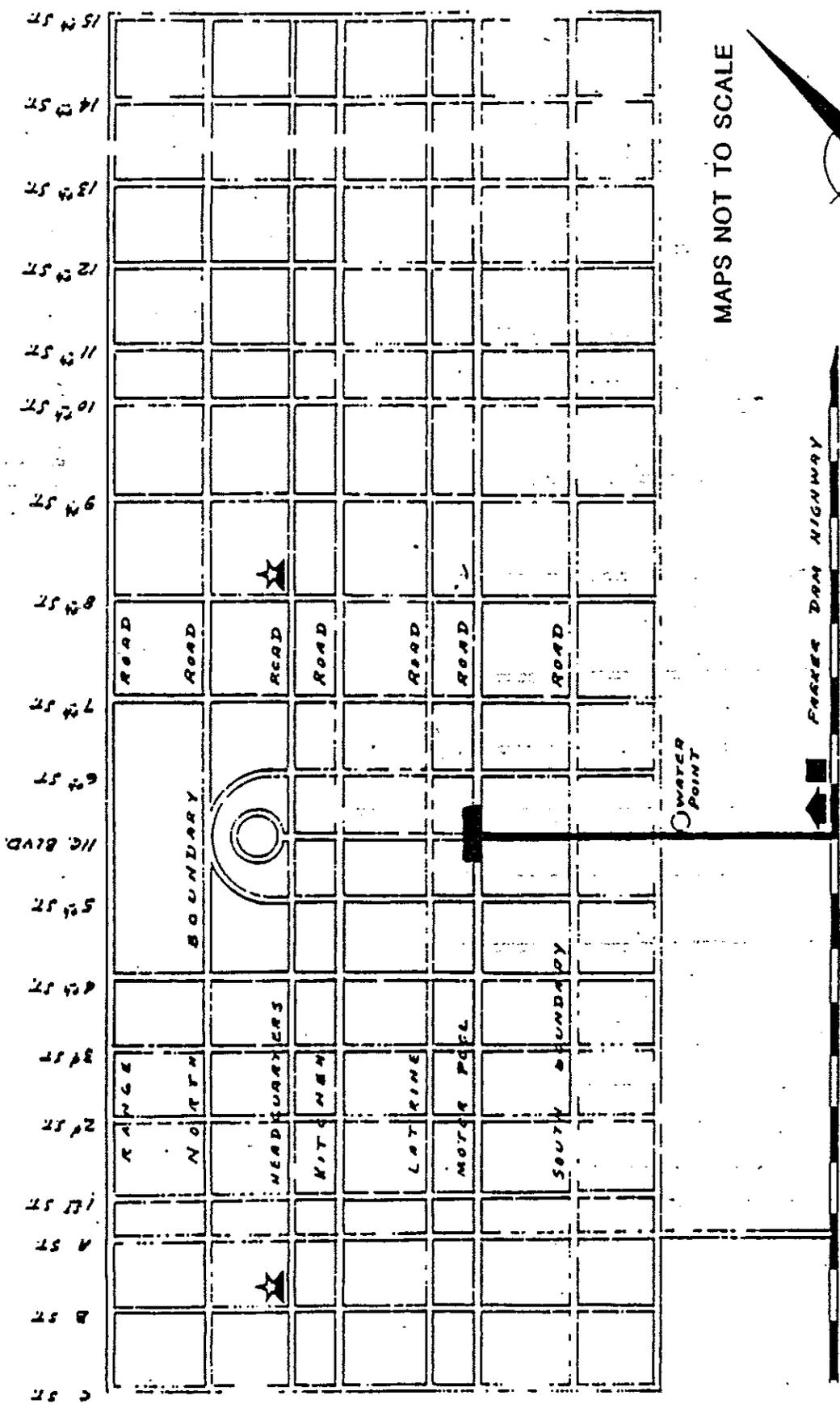
PARKER DAM HIGHWAY

WATER POINT

DESSERT CENTER 36 MI

MAP 11

33-11638



MAPS NOT TO SCALE

DESERT CENTER 36 MI

-  Open Access Route
-  Paved Road
-  Dike
-  Range Fence
-  Information Kiosk
-  Monument
-  Altar

EXISTING
CAMP IRON MOUNTAIN
 Calif.

b. CAMP IBIS

33-11688

Camp Ibis was named after the Ibis railroad siding. The Camp is located in the southern end of Piute Valley.

The infrastructure of the camp is easy to identify once a camp road has been located. Although the roads within the camp have a good base, at several points they have washed out. Vegetation and washouts along the roads have forced vehicles to travel cross-country throughout the camp.

The only remaining original structure noted to date is a 95' X 140' concrete reservoir located northeast of Division Headquarters. The reservoir is in good shape, however, it is a natural collection site for trash.

The rocks which outline roads and trails are in varying degrees of disorder. In some areas (Division Headquarter and the west side of Hwy 95) the rockwork is still in excellent condition. With little effort many areas could be restored to their original appearance.

The BLM manages the majority of the land within the camp area. The southern portion of the camp is located on private land. Acquisition of this land is not contemplated at this time, but could be a consideration in the future. The California Desert Plan has designated the entire area as Multiple Use Class "L".

In order to arrest the site's deterioration and provide opportunities for the public to enjoy and to better appreciate the significance of this historic site, a number of specific actions are proposed for Camp Ibis.

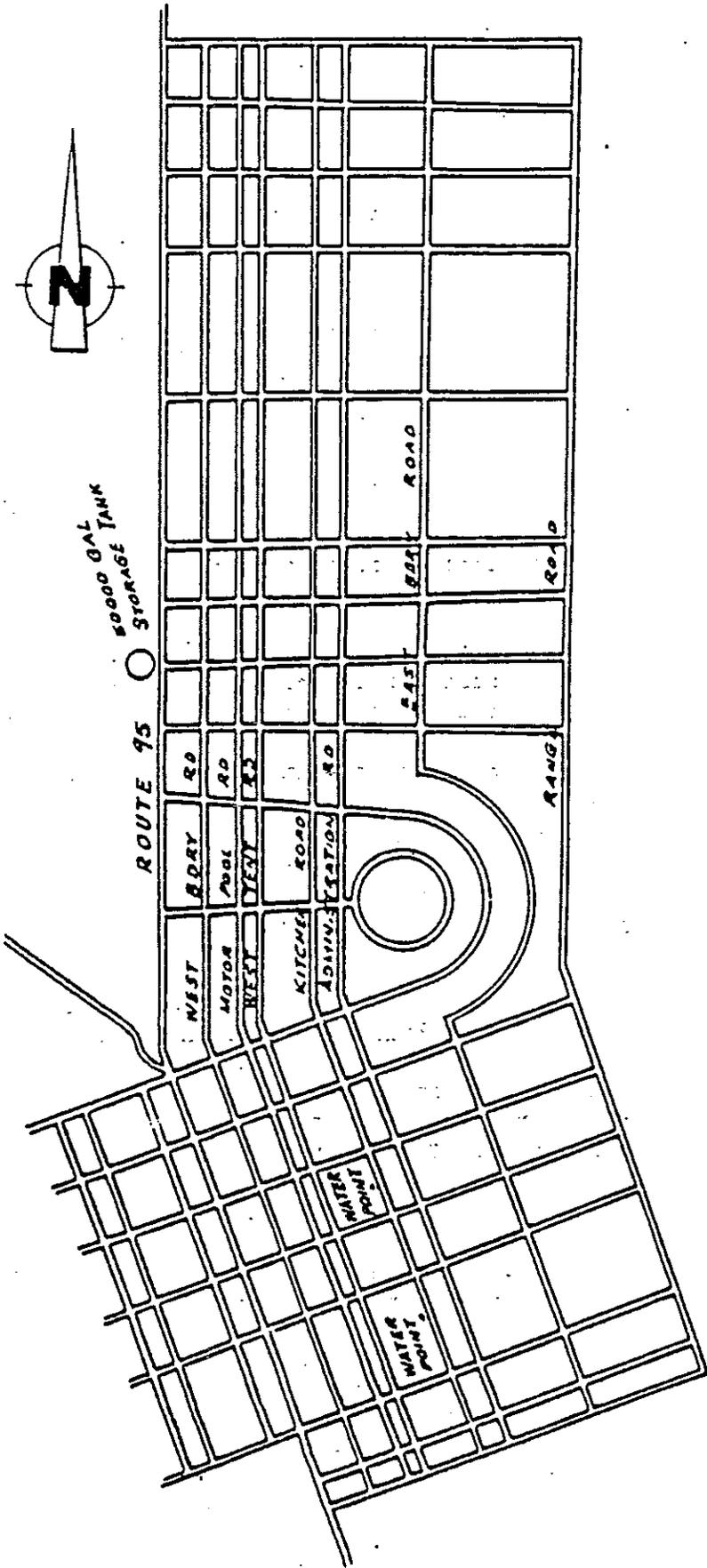
A monument with a plaque identifying the camp will be erected at the intersection of Highway 95 and the road leading to the Divisional Headquarters area. The monument will be placed off of the highway in order to provide room for vehicles to pull over. The other roads leading into the site will remain closed. The Motor Pool Road, Administration Road, 4th Street, and 14th Street will be opened for vehicle traffic on the east side of Highway 95. The 5th and 8th Streets will be opened for vehicle traffic on the west side of Highway 95. This network will provide access into the site in addition to a loop drive that will place visitors within very short walking distance of most of the remaining areas. These roads will be signed "open" and identified by their original names. Vegetation will be removed, rock alignments replaced and repairs made to the surface to insure that the route is passable and vehicles are not forced "cross-country."

33-11638



50000 GAL
STORAGE TANK

ROUTE 95



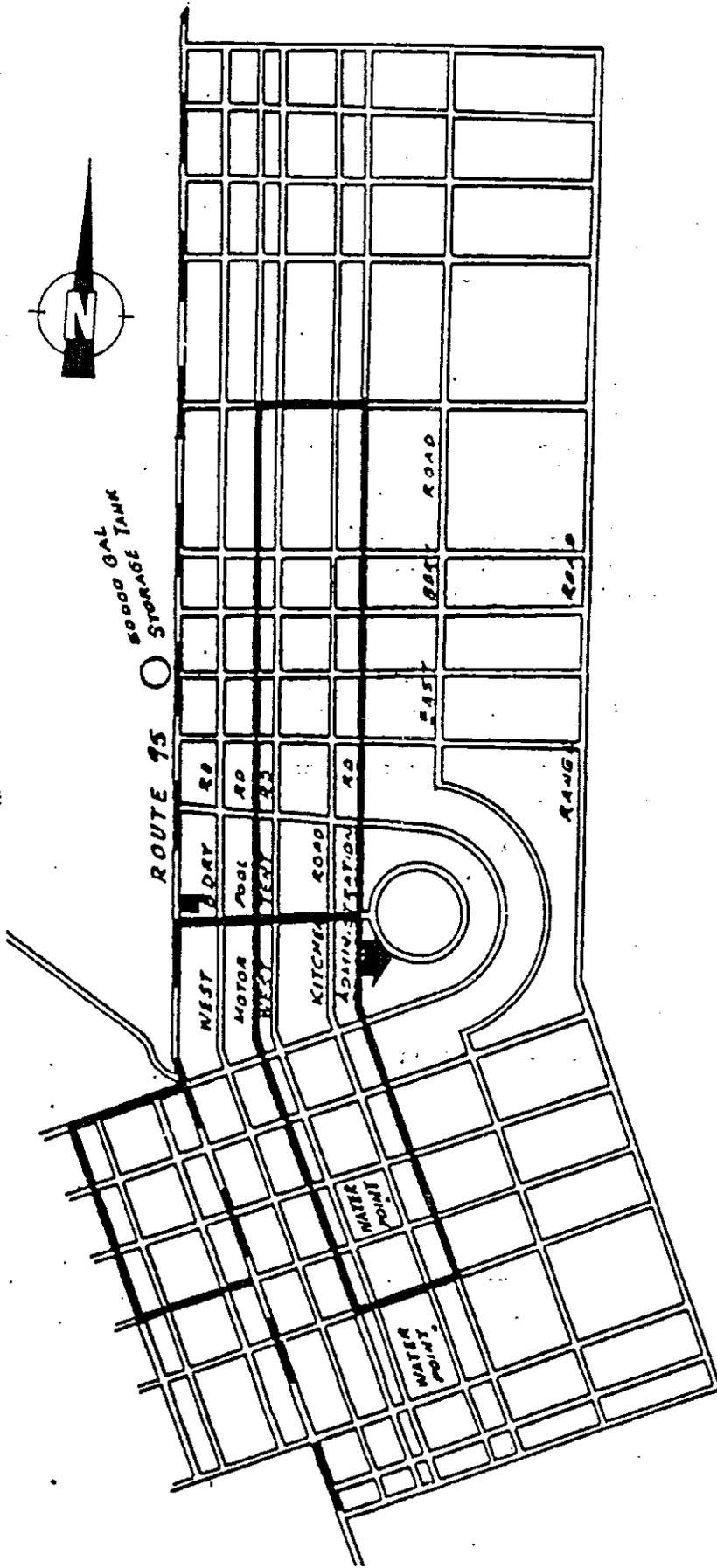
ORIGINAL CAMPSITE

CAMP IBIS
Ibis, Calif.

MAP 13

33-11638

**EXISTING
CAMP IBIS
Ibis, Calif.**



- Open Access Route
- ▬ Paved Road
- ⋯ Dike
- ⋯ Range Fence
- ➔ Information Kiosk
- Monument

MAPS NOT TO SCALE

c. CAMP CLIPPER (ESSEX)

Camp Clipper, also known as Camp Essex, is named for the mountain range to the Southwest of the Camp. The camp is approximately 42 miles west of Needles. There were two posts in the area, the temporary camp and permanent camp.

The infrastructure of the temporary camp is difficult to identify and most of the area is obscured by desert vegetation and surface erosion. The infrastructure of the permanent camp is fairly easy to identify once one of the camp roads has been located. The roads within the camp are sandy and at several points have been overgrown by vegetation. Although most of the major access roads into the camp are clearly visible, many are impassable except by 4-wheel drive vehicles.

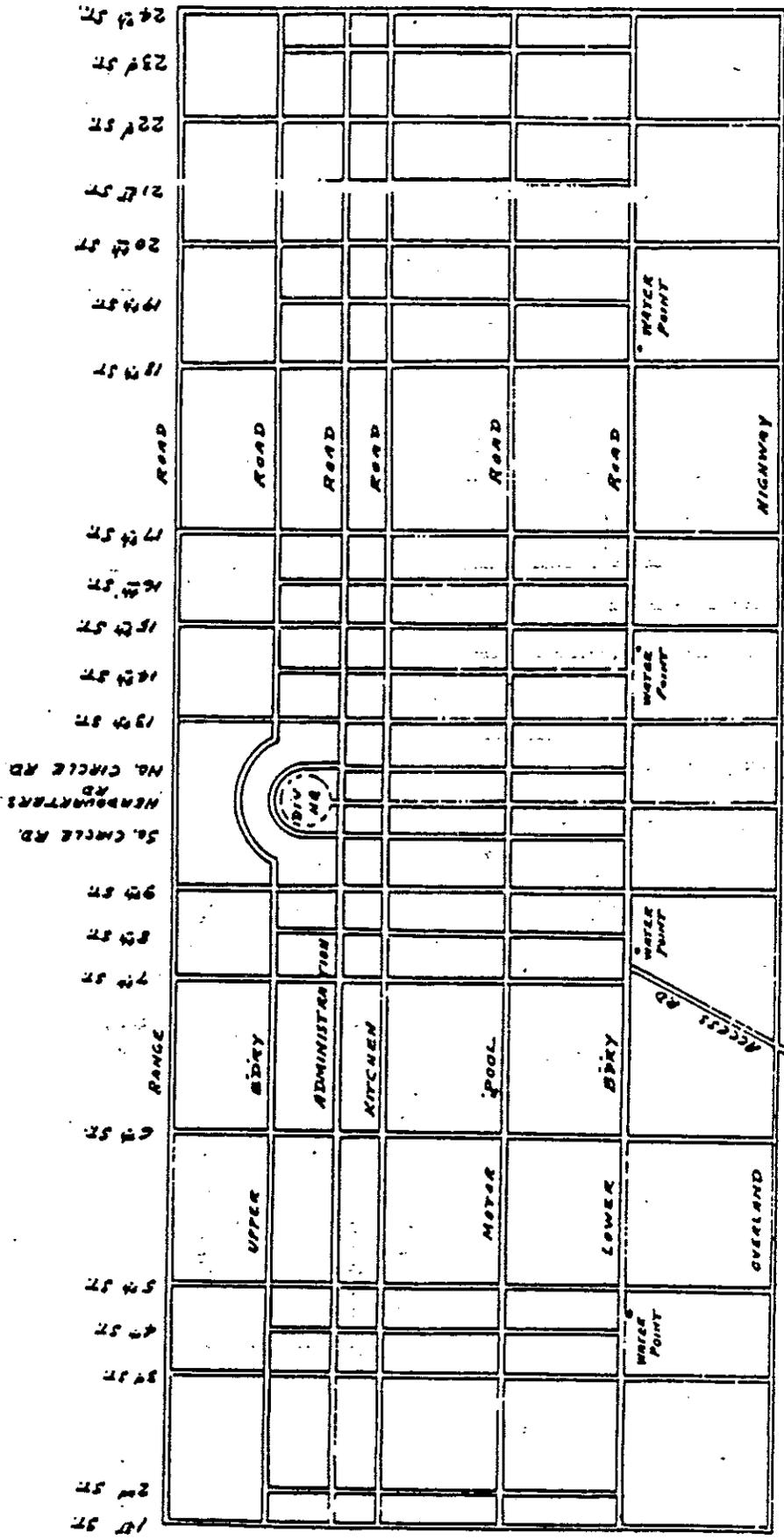
The only original structure still standing is a 500,000 gallon concrete reservoir located south of Division Headquarters. The reservoir is in good shape; however, it is a natural collection site for trash.

The rock work which outlined roads and trails is in varying degrees of deterioration. In some areas (Division Headquarters, North of Interstate 14 and south of Division Headquarters) the rockwork is still in excellent condition. With little effort many areas could be restored.

The BLM manages the majority of the land within the camp area. The northern portion of the camp is located on private and State land. In the southeast portion, the camp is partially located on private land. Acquisition of this land is not contemplated at this time but could be a consideration in the future. The California Desert Plan has designated the area north of Interstate 40 as Multiple Use Class "L", the land south of Interstate 40 to Essex Road is designated as Multiple Use Class "M".

In order to provide opportunities for the public to enjoy and to better appreciate the significance of this historic site, a number of specific actions are proposed for Camp Clipper.

A monument with a plaque identifying the camp will be erected at the intersection of Essex Road and the dirt road leading to the center of the camp. The monument will be placed off of the highway in order to provide room for vehicles to pull over. The Range Road, Kitchen Road and the route along the fence will be opened for vehicle traffic.



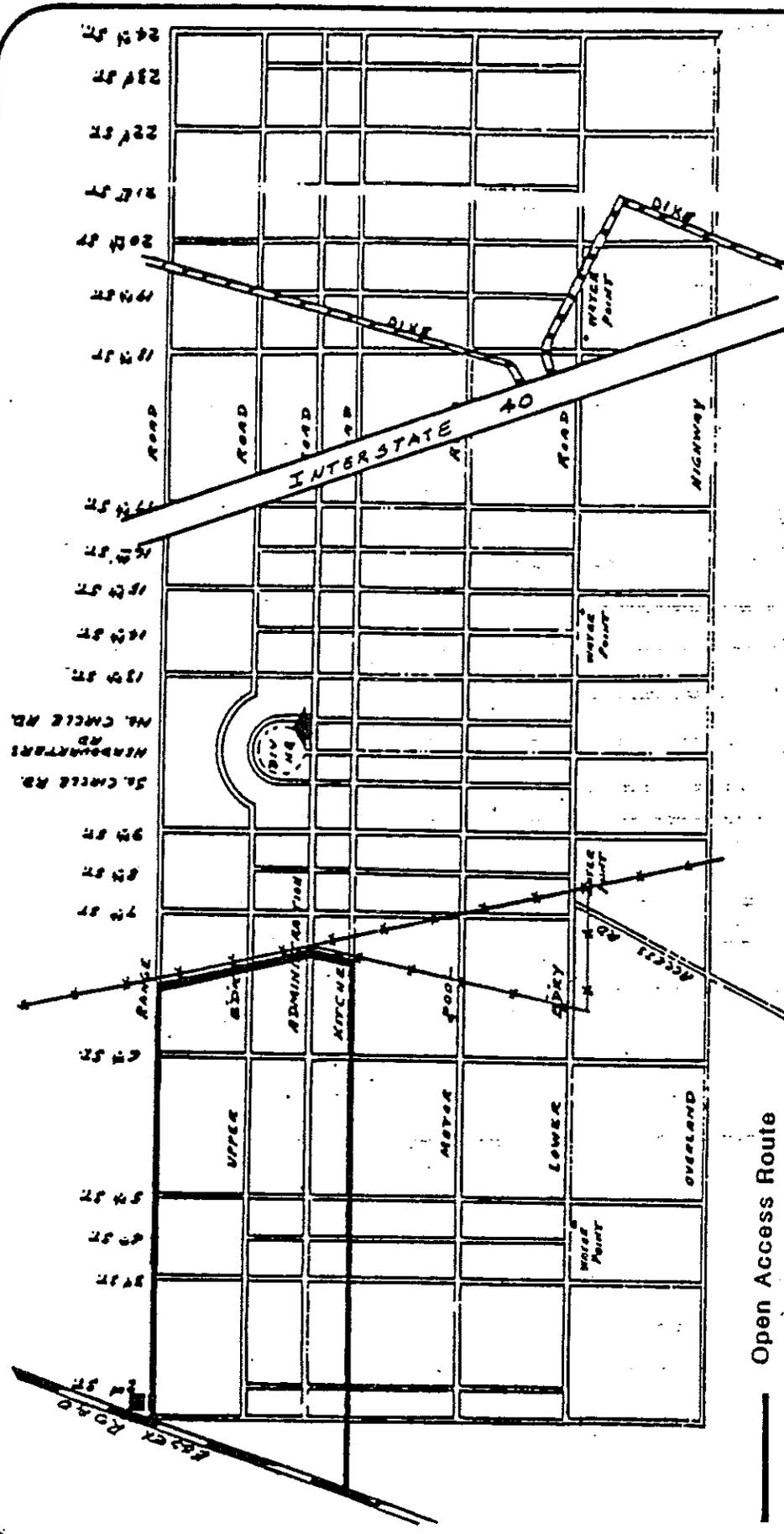
ORIGINAL CAMP CLIPPER Essex, Calif.

MAPS NOT TO SCALE



33-11638

**EXISTING
CAMP CLIPPER**
Essex, Calif.



-  Open Access Route
-  Paved Road
-  Dike
-  Range Fence
-  Information Kiosk
-  Monument

MAPS NOT TO SCALE