### 3.12.2 Utility Corridor Q

Utility Corridor Q is south and southwest of Fort Irwin and is partially located within the study area, as shown in Figure 3.12-1. This three-mile-wide corridor begins at Kramer Junction on U.S. Route 395 and extends east to join Corridor D near I-15 and the town of Harvard. LADWP owns and operates one transmission line in Utility Corridor Q. This line, the Marketplace-Adelanto transmission line, is a 500-kV AC line with a capacity of 1,200 MW. This transmission line provides power to the cities of Anaheim, Azusa, Banning, Burbank, Colton, Glendale, Los Angeles, Modesto, Pasadena, Redding, Riverside, Santa Clara, Vernon, and the West Area Power Administration.

### 3.12.3 Other Regional Utilities

There are utilities in the study area that do not occur within the BLM-designated utility corridors. They are in the vicinity of Coyote Lake (dry) and include Southern California Edison (SCE) power lines, a Verizon telecommunications fiber-optic cable, and an IPA DC grounding station. SCE owns and operates several overhead, high-and low-voltage power lines. These power lines provide power to Fort Irwin and residential units in the study area. The overhead power lines extend along approximately 12 miles of the Fort Irwin boundary and carry a range of voltage from 34kV to 115kV. Power line poles are between 250 and 550 ft apart. IPA also owns and operates an overhead, power grounding line located in the study area that terminates at a DC grounding station. A portion of the power line is below ground as it approaches the grounding station.

The DC grounding station is southeast of Coyote Lake in the study area (see Figure 3.12-1). The grounding facility comprises a building, with approximate dimensions of 15 ft x 15 ft x 10 ft, and 60 grounding wells located below ground that are approximately 1,500 ft away from the building and configured in a circular shape. This grounding station is an important part of the IPA high-voltage transmission line that delivers electricity to the Southern California area.

Verizon owns and operates a belowground telecommunication fiber-optic line along the west side of Fort Irwin Road. An Emergency Phone System (EPS) operated by the Fort Irwin Communications Support Division is along the east side of Fort Irwin Road. The EPS consists of an eight-line overhead telecommunications line located approximately 26 ft east of Fort Irwin Road and emergency call boxes located at poles approximately every two miles along Fort Irwin Road. The Verizon fiber-optic line and the Fort Irwin EPS line provide telecommunication service to Fort Irwin.

## *3.13 Transportation*

The following discussion summarizes the public and military transportation systems that provide access to and throughout the study area. Figure 3.13-1 includes a graphic representation of the general transportation system in the Fort Irwin area.

### 3.13.1 National and State Road Systems

Regional access is provided to Fort Irwin and the study area by several national and state highways. The major national automobile transportation route near the study area and southeast of Fort Irwin is Interstate 15 (I-15, Mojave Freeway). It is a national highway that links San Bernardino, California and Las Vegas, Nevada. This Interstate extends from San Diego in the south, northward through Nevada, Utah, Idaho, western Montana, and ends at the Canadian border. A second major national automobile transportation route in the vicinity of Fort Irwin is

Interstate 40 (I-40, Needles Freeway). This Interstate begins in Barstow and extends eastward through Arizona, New Mexico, northern Texas, Oklahoma, Arkansas, Tennessee, and ends in Willington, North Carolina. Other regional transportation routes in the vicinity include State Highways 14, 58, 127, 178, 247, and U.S. Route 395.

Fort Irwin Road is a two-lane Defense Access Road (DAR). The U.S. Department of Transportation (DOT) Federal Highway Administration (FHWA) administers the Federal Lands Highway Program that includes survey, design, and construction of DARs and other federal lands roads. The DAR Program was established for the military to fund the cost of public highway improvements necessary to mitigate impacts of defense activity. Fort Irwin Road provides both public and military access to Fort Irwin from I-15, northeast of Barstow. Fort Irwin Road is a paved, county-maintained road, with one lane in each direction. The County of San Bernardino and DA, through the DAR Program, will fund rehabilitation and other improvements on Fort Irwin Road. Fort Irwin Road can also be accessed by Irwin Road, which extends from Barstow northeast to Fort Irwin Road. Irwin Road has two lanes, one in each direction, and is county maintained.

### 3.13.2 Secondary Road System

The Manix Trail provides military access to Fort Irwin from I-15. The Manix trail is made up of a series of dirt roads and trails that extend from the Manix railhead on the Union Pacific Railroad next to I-15, northwest into the study area and onto Fort Irwin. The Army uses the Manix Trail to transport visiting training units' equipment to and from Fort Irwin for military training exercises.

Roads and washes over public lands provide access to public and private remote locations. Access roads are used by residents, miners, researchers, and recreation-seekers to enter and use public and private lands within and outside the study area, and are generally unrestricted. Copper City Road, a county-maintained dirt road, begins north of the Barstow area at Irwin Road and extends north to Superior Dry Lake, providing access to the western portion of the study area. Copper City Road also serves as a link to other dirt roads that provide access to Inscription Canyon, the Black Mountain area, and the Mud Hills area. In addition, dirt roads extend into the Lane Mountain area from both Fort Irwin Road and Copper City Road.

Silver Lake Road, an east-west dirt road, provides access to the eastern portion of the study area and Fort Irwin from State Highway 127. Other light-duty, unpaved roads also accommodate local circulation needs within the study area. A dirt road runs along the utility lines in the study area and provides access for the utility operators. Several dirt roads provide access from Fort Irwin Road into the Coyote Lake area. Several miles of dirt trails also exist within the study area and include the BLM trail system. These trails are generally accessible by unpaved roads extending from Barstow to Superior Lake and some dirt trails are generally accessible via Fort Irwin Road. Other dirt trails are accessible via unpaved roads in the eastern portion of the study area.

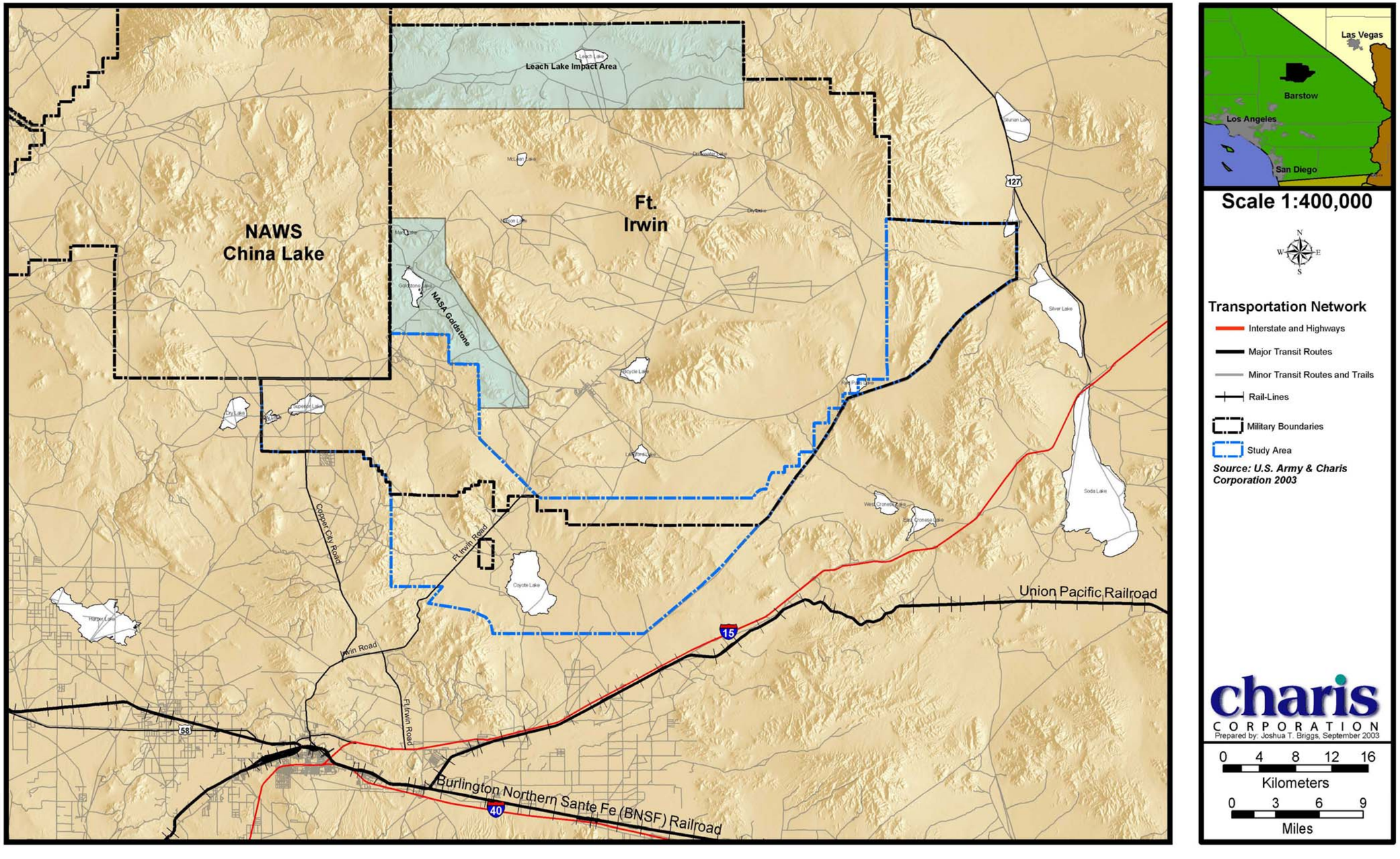


**Figure 3.13-1: Fort Irwin Area Transportation System**

### 3.13.3 Railroad System

Railroad access is also available to the Fort Irwin area. Both the Union Pacific and the Burlington Northern Santa Fe railroads offer freight services into the Barstow area. Military equipment used in training exercises arrives by rail and is transferred at the U.S. Marine Corps Yermo Annex located off I-15, east of Barstow. From the Yermo Annex all or most wheeled vehicle equipment is brought to and from Fort Irwin on the Manix Trail; heavy equipment is trucked to and from Fort Irwin via Fort Irwin Road. Amtrak provides passenger service to the Barstow area.

## *3.14 Socioeconomics*

The following discussion summarizes the social features and economic resources associated with the study area. Social and economic features include the residents and economic activities that occur within the study area.

### 3.14.1 Region of Influence

The socioeconomic ROI is defined as the geographical region inside which the possible direct and indirect socioeconomic effects of the Fort Irwin's proposed expanded maneuverable training area at Fort Irwin may occur. The geographic area in which indirect socioeconomic impacts are likely to result includes surrounding communities and towns, most of which are within approximately 100 miles of Fort Irwin and the study area. The study area is the geographic area in which direct impacts are likely to result and composed of the area of the alternatives.

The majority (approximately 78 percent) of the study area is federally owned and managed (see Section 3.9, Land Use). There are residences in the study area but no population centers, e.g., communities, towns, or cities. The closest population centers are the city of Barstow and several small communities including Daggett, Hinkley, Yermo, and Baker, all of which are within approximately 50 miles of the main post on Fort Irwin. Hinkley is west of Barstow just off State Highway 58. Yermo and Daggett are east of Barstow off I-15 and I-40, respectively. Baker is a small community east of Fort Irwin and the study area at the junction of I-15 and State Highway 127. Within the ROI, there is over 3 million acres of privately held land.

### 3.14.2 Demographics

The estimated population residing within the study area is less than 150 individuals. These individuals include a combination of full-time and part-time residents. Most residents are concentrated in the southern portion of the study area near Coyote Dry Lake. One family resides in the Superior Valley portion of the study area, and no residents are located in the East Gate portion.

### 3.14.3 Economics

Two private businesses currently operate in the study area. Silver Lake Mine is in the East Gate portion of the study area. The commodity mined at Silver Lake Mine is iron. It is also involved in cement production. The mine employs an average of 10 individuals. A mixing plant, the Daily Transit Mix, is in the southern portion of the study area near Coyote Dry Lake. The Daily Transit Mix produces ready mix concrete, rock and sand, and employs 4 individuals.