



OFF-HIGHWAY VEHICLES GRANT PROGRAM

Application ID	Entity	County	Project Name
OHVGP1507	Board of Regents, NSHE on behalf of Desert Research Institute	Washoe County	Virgin River OHV Trail Studies and Cultural Resources Assessment

1. Applicant Information

Organization Name:: Board of Regents, NSHE on behalf of Desert Research Institute

Contact Person: : JD Lancaster

Title: : Principal Investigator

Mailing Address: : 2215 Raggio Parkway

City: : Reno

State: : Nevada

9 Digit Zip Code: : 895121095

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I understand that any funding awarded by the program may be terminated at anytime if the recipient fails to comply with program regulations, or the terms of a funding agreement. The applicant understands the program may upon notice to an award recipient terminate a funding award at anytime if funding becomes unavailable. : true

By submitting this grant application, I acknowledge that the Department of Conservation and Natural Resources may terminate grant funding for cause which may include grants that no longer effectuate program goals or agency priorities. : true

By submitting this grant application, I acknowledge that any current or future litigation brought against the State of Nevada or its political subdivisions may result in ineligibility for funding or termination of an active grant.: true

I have read and acknowledge the requirements stipulated in the program regulations available at: <https://ohv.nv.gov/grant-program>. As an applicant my organization will be able to meet program requirements. : true

2. Organization Type (Select Only One)

Please describe your organization: Non-profit

3. Applicant History

Has the applicant previously received Nevada OHV Grant Program Funding? : false

Does the applicant currently have open grants from the Nevada OHV Program? : false

Number of projects funded:: 0

Number of projects completed:: 0

Amount of OHV funding received to date:: 0

4. Project Information

Project Name:: Virgin River OHV trail studies and cultural resources assessment

Studies or planning for trails and facilities: true

Mapping and signage: true

Acquisition of land for OHV trails and facilities: false

Enhancement, maintenance, or both of OHV trails and facilities : false

Construction of OHV trails or facilities: false

Restoration of areas damaged by OHVs: false

Construction of trail features to minimize impacts on environmentally sensitive areas or important wildlife habitats : false

OHV safety training and safety education: false

OHV and NRS 490 compliance and enforcement: false

OHV grant request:: 249950

Total match provided:: 0

Please describe match sources, partnerships, and type:: Not applicable

Please list all user group(s) able to utilize this project:: Single Track Motorcycle ATV/Quads UTV/Side by Side Hiking/Backpacking Dune Buggy Mountain Biker Equestrian

If applicable, please explain how this project will aid with managing user interactions:: This project represents the first coordinated effort to evaluate whether managed OHV recreation opportunities can be expanded within the Overton Arm area of Lake Mead National Recreation Area (NRA) while protecting some of the most important cultural resources in Nevada. The project recognizes two realities: there is growing interest in OHV recreation in the area, and there are significant archaeological and historical resources that require protection. The goal is to obtain and provide the information needed to balance both interests through informed, long-term management decisions. This effort builds upon a current Southern Nevada Public Land Management Act (SNPLMA) project evaluating impacts from unauthorized OHV use within the Lost City archaeological

landscape and identifying potential opportunities for a connected OHV route that avoids or minimizes impacts to cultural resources. This Nevada OHV grant would expand field investigations into an adjacent area where recreation demand, route connectivity, and resource concerns overlap. The information collected will help determine whether a managed and connected OHV route across this portion of Lake Mead NRA can be developed while protecting sensitive cultural resources. The Overton Arm area contains two designated National Park Service roads (Approved Roads 111 and 112A) that are popular with OHV users seeking a longer backcountry riding experience. Although both routes are open to motorized travel, they do not officially connect. Over time, visitors have created informal connections by traveling around barriers, using unauthorized tracks, or traveling cross-country between routes. Additional unauthorized travel has occurred as Lake Mead has receded and visitors have sought access to newly exposed shorelines, landscapes, and connections to adjacent Bureau of Land Management lands. These challenges are especially important because the Overton Arm contains one of the most significant archaeological landscapes in Nevada and potentially the greater Southwest. As Lake Mead has receded, archaeological and historical resources that were once submerged have become exposed and increasingly vulnerable to damage. The National Park Service and Desert Research Institute have documented impacts from unauthorized OHV use, particularly from ATV and UTV travel, in several areas. Because these cultural resources are nonrenewable, damage is often permanent and irreversible. The park has already demonstrated its commitment to evaluating responsible OHV recreation opportunities. In April 2026, Lake Mead NRA issued its first Commercial Use Authorization for guided ATV tours on designated roads within the Nevada portion of the park. The park also secured the SNPLMA funding to identify sensitive cultural resources and evaluate potential travel corridors that could reduce conflicts between recreation and resource protection. However, several areas experiencing ongoing OHV use and resource impacts fall outside the scope of the existing SNPLMA project. As a result, important information gaps remain that would enable the park to evaluate the potential for a fully-connected route. Nevada OHV funding would allow the park to evaluate these additional areas, conduct field investigations, and assess potential route connections and management options that could reduce unauthorized travel and improve long-term access planning. The information gathered through this project will help determine where connected OHV opportunities may be possible, where resource protection measures are needed, and how unauthorized cross-country travel can be reduced. Whether the findings support new route opportunities, additional protections, or a combination of both, the project will provide critical data needed for informed decision-making now and into the future. With respect to managing user interactions, this project will: 1. Evaluate the feasibility of managed and connected OHV access opportunities that could support responsible recreation while avoiding or minimizing impacts to cultural resources; 2. Protect sensitive archaeological resources by identifying high-risk areas, documenting impacts, and developing strategies to reduce damage from unauthorized OHV travel; 3. Reduce user confusion by providing better information about authorized routes, closures, and access areas; 4. Support future management actions such as route delineation, signage, barriers, restoration, and other measures designed to guide recreation away from sensitive resources; and, 5. Provide information that can support future education, outreach, and enforcement efforts while encouraging responsible recreation and long-term stewardship of the Overton Arm landscape.

5. Scope of Work and Deliverables

Scope of work description:: As part of the adjacent SNPLMA-funded project (see Detail Map 1), the following activities have already been completed within the defined SNPLMA project boundaries: (1) acquisition of LiDAR, aerial, and high-resolution satellite imagery followed by visual analysis to identify unauthorized roads and OHV routes; (2) ground-truthing to verify routes identified through imagery and documenting additional incursions not readily visible through remote sensing; and (3) completion of Class II and III cultural resource surveys across approximately 1,014 acres. The Nevada OHV Grant-funded work would extend these same methods into adjacent, currently unevaluated areas that are important for understanding OHV use patterns, identifying resource concerns, and assessing the feasibility of managed and connected OHV access opportunities. The project would also support limited installation of low-impact management infrastructure to address immediate resource protection needs identified during fieldwork. Specifically, the project would include: 1) Remote Sensing and Route Mapping: Conduct visual analysis to identify unauthorized roads and OHV trails within the Nevada OHV grant project area (see Detail Map 1) using high-resolution imagery already acquired through SNPLMA funding. Using the same imagery and analytical methods will ensure consistency in data collection and facilitate integration across project areas. 2) Ground-Truth Verification: Conduct field verification of unauthorized OHV routes mapped in the Nevada OHV grant project area from the high-

resolution imagery obtained as part of SNPLMA funded activities to confirm path location, extent, and apparent level of use, and to identify additional unauthorized routes or impact areas not visible in aerial imagery. 3) Class III Archaeological Surveys: Conduct intensive pedestrian surveys across approximately 473 acres, including approximately 14 miles of OHV trails (which includes AR112A). Surveys would focus on documenting archaeological and historical resources within areas affected by unauthorized OHV use or are being evaluated for potential managed OHV access. Data collection will also enable evaluation of resources for eligibility for the National Register of Historical Places. 4) Limited Installation of Protective Infrastructure: Install limited low-impact management infrastructure where immediate resource protection or route clarity needs are identified during field investigations. Potential measures may include signage, barriers, or other visual deterrents intended to discourage continued use of unauthorized routes affecting sensitive archaeological resources and reduce user confusion regarding approved travel routes. The type and placement of protective infrastructure will depend on site-specific conditions, including the relationship between cultural resources and existing routes, terrain, accessibility, and overall visitor-use considerations. Cost estimates are based on similar work previously completed within the Government Wash SNPLMA Project Area, although final infrastructure needs will be determined following completion of field surveys and assessments.

Survey Details To determine the extent and severity of impacts to cultural resources, the Desert Research Institute (DRI) will conduct systematic archaeological surveys within OHV-impacted areas, with emphasis on locations that may warrant further evaluation for managed OHV access that avoids or minimizes impacts to these resources. Priority survey areas will be identified using aerial imagery, archaeological sensitivity modeling, mapped route networks, and data collected through the adjacent SNPLMA project area. The objectives of the survey are to: 1) identify and assess potential alignments for a managed OHV travel corridor that avoids significant archaeological resources; 2) Identify and document surface archaeological resources within OHV-impacted areas, including evaluation of these resources for the National Register of Historic Places; 3) Assess the potential for buried archaeological deposits; and, 4) Document and evaluate the extent and nature of OHV-related impacts to cultural resources. DRI will complete ground surveys covering up to 473 acres and/or approximately 14 miles of OHV trails (which includes AR112A). Fieldwork will be conducted by a team of four to five professional archaeologists, including a crew lead, over multiple five-day field sessions. The survey team will operate out of a temporary field camp at Echo Bay. Surveys will be conducted using systematic pedestrian transects spaced at 10-meter intervals to ensure adequate identification of artifacts where visibility is low. All identified archaeological resources will be recorded using field forms compatible with Nevada State Historic Preservation Office (SHPO) and Lake Mead NRA standards, high-resolution digital photography, and GPS data collection with an accuracy of less than 1 meter. Additional information collected will include environmental context data and samples such as stratigraphic and paleoenvironmental data, site condition assessments, and documentation of OHV-related disturbances.

Data Management, Reporting, and NEPA/NHPA Support Following completion of fieldwork, DRI will compile all collected data into Nevada State Historic Preservation Office (SHPO)-compliant site records and, where appropriate, architectural resource forms. Previously recorded sites within the project area will be revisited and updated to reflect current conditions and documented impacts. All spatial data (including GNSS points, mapped routes, and site boundaries) and associated photographic records will be integrated into a geodatabase compatible with SHPO and Lake Mead NRA GIS databases. These data will support spatial analysis of overlap between OHV routes and archaeological resources and provide a baseline for long-term monitoring and management. DRI will produce a comprehensive technical report that includes: discussion of route mapping field validation and cultural resources survey results; documentation and assessment of OHV-related impacts to archaeological resources; evaluation of site eligibility for listing on the National Register of Historic Places; Identification of areas potentially suitable or unsuitable for managed OHV use and potential route connections based on cultural resource considerations; and Management recommendations to support National Environmental Policy Act (NEPA) and National Historic Preservation Act (NHPA) compliance, including future environmental review associated with potential site-specific OHV management strategies in the Overton Arm area.

Equipment Purchases and Management Protective materials such as metal and fiberglass “carsonite” signs, fencing, and other barriers (e.g., boulders, post and cable fencing, or similar materials) may be purchased and installed, as needed, to reduce user confusion, discourage proliferation of unauthorized routes, protect sensitive cultural resources, and improve route clarity for visitors. Smaller materials, including signage, will be stored at DRI or Lake Mead NRA facilities and deployed as needed. Larger barriers would be delivered and installed by contractors with input, review, and approval from Lake Mead NRA. In our attached budget and budget justification, we estimated costs of protective materials based on an example usage of large rocks (boulders) as barriers. As surveys have not yet been completed for the project area, the type and placement of barriers and other protective infrastructure have not been determined and estimates provided here reflect one

possible scenario. In these estimates, a local partner, Legacy Rock Inc. in Logandale who operates a quarry on private lands adjacent to the project area at the north end of AR112A will provide rock delivery and installation. Signage estimates are derived from current costs incurred for acquisition of signage materials in the SNPLMA funded Government Wash project area. As estimated in the budget and justification, barriers will be constructed from large rocks of two to four feet in diameter placed in clusters in a single row up to 30 feet in width depending on the topography. The budget scenario provided allows for installation of seven such barriers.

Project deliverables description:: The proposed project will result in the following measurable, quantitative outcomes necessary for OHV route evaluation and management planning: 1) Remote Sensing and OHV Route Mapping: aerial imagery analysis within the project area, including identification of unapproved roads and possible presence of previously unknown archeological sites and delivery of high-resolution aerial imagery products and surface elevation data to Lake Mead National Recreation Area and a georeferenced GIS database of all identified OHV routes and roads; field validation of the mapped unapproved OHV trail network within the 473-acre extent of the survey areas and delivery of a GIS database of all identified OHV routes and roads in the Virgin River project area; 2) OHV Route Evaluation: completion of Class III archaeological survey across up to 473 acres, including documentation along approximately 14 miles of OHV trails (which includes AR112A) within the identified Virgin River project area (Photo 2, Detail Map 2); identification, recording, and condition assessment of archaeological resources, including those actively impacted by OHV use: documentation of OHV-related disturbances and damage to cultural resources across surveyed areas and delivery of: Nevada SHPO-compliant archaeological site forms for all newly recorded and updated sites; a GIS database integrating archaeological site locations, OHV routes, and impact areas; and a high-resolution photographic documentation of sites and associated impacts; 3) Management Planning Support: preparation of one comprehensive technical report that includes: Quantitative mapping and analysis of OHV use areas and unauthorized trail networks; inventory and evaluation of identified archaeological resources; assessment of the extent and severity of OHV-related damage; evaluation of site eligibility for the National Register of Historic Places; identification of areas suitable and unsuitable for OHV use, including preliminary identification of a potential OHV corridor that avoids or minimizes impacts to cultural resources; management recommendations to support National Environmental Policy Act (NEPA) and National Historic Preservation Act (NHPA) compliance, including future Environmental Assessments and development of a site-specific OHV management plan. The proposed project will also result in the installation of signage and protective measures to reduce unauthorized OHV incursions, improve route clarity, and protect significant archaeological resources. Because detailed field assessments and route evaluations have not yet been completed, the exact number, type, and placement of signs and barriers cannot be fully determined at this stage. Final treatment selections will depend on site-specific conditions, including terrain, resource sensitivity, access needs, visitor use patterns, maintenance considerations, and cost effectiveness. Estimated quantities are based on preliminary GIS analysis, field reconnaissance within the proposed Nevada OHV project, and implementation experience from the SNPLMA Government Wash site (which is one of two SNPLMA project areas, the other is the Overton Arm SNPLMA project area adjacent to the proposed NV OHV grant project location). To allow flexibility for adaptive management and varying treatment types, quantities are presented as minimum anticipated outcomes. Anticipated project outcomes include: installation of approximately 100 signs, as necessary, consisting of a combination of carsonite markers, regulatory signs, route markers, metal signs, interpretive waysides, and/or kiosks, as appropriate for site conditions and management objectives; implementation of site-appropriate protective measures and/or route clarifications for approximately 15–25 unauthorized OHV-route segments, access points, or high-risk resource conflict areas. Treatments may include boulders, post-and-cable fencing, gates, earthen berms, ditches, visual barriers, k-rails, route delineators, restoration treatments, or other measures identified through field assessment and dependent on geographical features; delineation, evaluation, and management of approximately 14 miles of OHV trails (which includes AR112A) to improve route clarity, reduce user confusion, and discourage unauthorized cross-country travel, and support future decisions regarding managed and connected OHV access.

6. Commission Priorities

Law Enforcement Strategy:: The proposed project is not expected to directly increase OHV registrations during the grant period because it is primarily a planning, resource assessment, and route evaluation effort. However, it will provide critical information needed to support future registration compliance, enforcement, public education to support future registration compliance, enforcement, public education, and responsible

OHV recreation within the Overton Arm area. Currently, OHV use within the project area occurs across a network of unauthorized routes, informal connections, and cross-country travel areas. This lack of route clarity makes visitor education and enforcement more difficult and can create confusion regarding where OHV use is permitted. The project will document existing OHV use patterns, evaluate potential route connections, identify resource conflicts, and support future management decisions that can provide clearer direction to riders. The adjacent SNPLMA-funded project also includes a public education and outreach component intended to inform visitors about responsible OHV use on public lands, the sensitivity of cultural and natural resources within the project area, and the park's ongoing evaluation of potential OHV management options. Information developed through this Nevada OHV grant will complement those efforts by providing site-specific data that can be incorporated into future educational materials, signage, maps, and outreach programs. Together, these efforts will support long-term OHV management by improving rider awareness, reducing unauthorized use, increasing understanding of applicable regulations (including OHV registration requirements), and creating opportunities for more effective education and enforcement as future management actions are implemented.

Planning, Environmental Studies, and Conservation:: As part of the adjacent SNPLMA-funded effort, DRI is assisting Lake Mead National Recreation Area (NRA) in developing a site-specific management strategy for the Overton Arm area to evaluate potential opportunities for sustainable OHV recreation access while addressing impacts associated with unmanaged OHV use on natural and archaeological resources. Currently, unauthorized OHV routes are proliferating across the landscape, including through one of the most significant archaeological landscapes in Nevada, resulting in ongoing impacts to cultural and natural resources. The proposed Nevada OHV grant project would provide critical data and field-based analysis needed to help reduce these impacts. High-resolution aerial imagery, route mapping, and field verification would identify unauthorized routes and impact areas, particularly where OHV activity is affecting sensitive resources. This information would support targeted management actions such as route delineation, route connections, route closures where necessary, restoration efforts, protective barriers, and other measures intended to improve route clarity, reduce unauthorized travel, and reduce continued resource damage. Intensive archaeological surveys would document the location, significance, and condition of cultural resources within OHV-affected areas, enabling the park to better identify sensitive locations, establish protective buffers where appropriate, and prioritize areas for management attention. At the same time, the project would help evaluate whether OHV use could potentially be accommodated in a more sustainable manner within portions of the project area. By analyzing resource constraints, existing route networks, patterns of use, and potential route connections, the project would assess the feasibility of managed and connected OHV access that avoids or minimizes impacts to sensitive resources. Improved management direction and clearer identification of appropriate use areas could help reduce the proliferation of user-created routes and improve visitor compliance over time. All data collected through this effort would support development of a defensible, site-specific management strategy and future National Environmental Policy Act (NEPA) (and National Historic Preservation Act - NHPA) compliance. Overall, the project would contribute to long-term conservation of sensitive cultural and natural resources while providing the information needed to evaluate, plan, and manage sustainable OHV recreation opportunities within the Overton Arm area.

Enhancement or Maintenance of Existing Trails and Facilities:: This project is primarily focused on environmental and cultural resource studies related to OHV impacts within the project area. The information collected through this project, along with data from the adjacent SNPLMA project, will be used to help develop potential site-specific recreation management strategies. The project does not include maintenance of existing OHV routes or facilities, nor does it involve construction of new OHV infrastructure. The proposed project is an important first step in understanding current and potential OHV use within the project area and identifying how that use may affect sensitive cultural and natural resources. If future OHV routes or facilities are identified and formally authorized through subsequent planning and compliance processes, any associated site-specific management strategy would establish appropriate maintenance, monitoring, and management protocols. As part of the current project, limited protective measures such as signage and barriers may be installed in targeted areas to reduce impacts to sensitive archaeological resources and improve route clarity, reduce user confusion, and discourage proliferation of unauthorized routes. Any installed measures would be monitored and maintained by Lake Mead National Recreation Area in coordination with project partners, as funding and staffing allow.

Training Strategy:: This application does not include a formal public safety training program or certification component. However, the project will support OHV safety and responsible recreation through visitor education,

route awareness, and resource stewardship messaging developed in coordination with the adjacent SNPLMA-funded outreach effort. Educational materials and outreach activities will emphasize safe and lawful OHV operation, awareness of approved travel routes, protection of sensitive cultural and natural resources, and the importance of avoiding unauthorized cross-country travel. By helping improve route clarity and providing better information about where OHV use is appropriate, the project will support safer and more responsible recreation within the Overton Arm area. The outreach component may reference or direct visitors to existing nationally recognized OHV safety resources, including the Nevada OHV Online Safety Course, the ATV Safety Institute (ASI), and the Recreational Off-Highway Vehicle Association (ROHVA). Educational messaging would focus on safe and lawful OHV operation, protection of sensitive cultural and natural resources, route awareness, and minimizing impacts associated with unauthorized travel. Rather than developing a separate training curriculum, the project is intended to complement established OHV safety programs by providing site-specific information that promotes safe riding practices, responsible recreation, and long-term stewardship of public lands.

Connectivity and Loops:: The Bureau of Land Management (BLM) Logandale Trails System, located near the Overton Arm area, contains more than 200 miles of designated OHV routes and serves as the primary developed OHV trail network in the region. In addition to this system, OHV use occurs on surrounding BLM-administered lands, and there is documented cross-boundary movement of OHV users (primarily ATV/UTV) between BLM lands and Lake Mead National Recreation Area (NRA). Within Lake Mead NRA, there are two, very rough, 4x4-recommended official roads within the Overton Arm area (AR111 and AR112A) that end at historic lake level locations. As such, there are no approved roads that connect to create a sustained backcountry riding experience in the area. As a result, riders seeking longer or connected riding experiences often rely on unauthorized, user-created routes many of which traverse sensitive cultural resource areas. This project will evaluate existing OHV-related route networks along and off AR112A within the Lake Mead NRA portion of the landscape and assess how these routes interact with adjacent BLM-managed lands. An objective is to identify opportunities and constraints related to managed route connectivity, including whether portions of the existing route network could support future connected OHV access while avoiding or minimizing impacts to natural and cultural resources. The resulting analysis will help clarify current patterns of connectivity, identify areas of cross-boundary use, and support interagency coordination regarding potential future management (including potential connectivity or route management) strategies.

Access:: This project would improve future OHV access planning by providing the field data and resource information needed to evaluate whether managed OHV opportunities, including potential ATV/UTV access corridors and connected route systems, are feasible within portions of the Overton Arm area while avoiding or minimizing impacts to sensitive natural and cultural resources. The project would also improve recreational access planning by identifying existing travel patterns, documenting unauthorized route proliferation, and evaluating where route connectivity challenges currently contribute to off-route travel and resource impacts. This information would help the park assess whether clearer route delineation, managed corridor connections, or other structured travel opportunities could improve visitor compliance and reduce user confusion. Without this project, Lake Mead NRA may lack sufficient site-specific information to adequately evaluate potential route connections, managed access corridors, or other OHV management alternatives. As a result, the park may need to continue relying on broad, precautionary management approaches intended to protect sensitive resources, limiting its ability to fully evaluate future access opportunities in the area. By mapping routes, documenting cultural resources, and identifying areas of conflict between recreation use and sensitive resources, this project would support data-driven decision-making regarding future OHV management. The project would help ensure that any future access decisions are informed by field-verified information, including decisions related to route connectivity, corridor development, route delineation, and other managed OHV access opportunities.

Trail Mapping and Signage:: This project will generate high-resolution GIS datasets in standard formats compatible with the State of Nevada's existing OHV web mapping application (OHV.NV.GOV). Spatial data will be collected, organized, and documented in accordance with applicable State and Federal GIS standards to support interoperability, long-term data management, and potential future integration into public-facing mapping platforms. DRI is already coordinating delivery of relevant route mapping data in GIS data schemas provided by the Nevada Division of Outdoor Recreation. The project will document existing travel routes, route conditions, unauthorized route proliferation, access points, barriers, signage locations, and areas where OHV use conflicts with sensitive cultural resources. These datasets will establish a baseline inventory of current conditions within the Overton Arm project area and support future management, planning, monitoring efforts,

and the development of more accurate route information for OHV users. Within Lake Mead NRA, there are two, very rough, 4x4-recommended official roads within the Overton Arm area (AR111 and AR112A) that end at historic lake level locations. As such, there are no approved roads that connect to create a sustained backcountry riding experience in the area. As a result, existing OHV activity beyond AR111 and AR112A is occurring on unauthorized, user-created routes, many of which traverse sensitive cultural resource areas. The GIS data developed through this project will document existing conditions and may help inform future evaluations of managed OHV access opportunities or formally designated travel corridors, if such options are considered through appropriate planning and interagency processes. Following review and approval by NPS, approved route datasets, access information, and related mapping products developed through this project will be provided in formats compatible with the State's OHV mapping application (OHV.NV.GOV) for incorporation into future public mapping updates. In addition, the mapping products developed through this effort would improve internal coordination among land managers by clarifying route locations, jurisdictional boundaries, approved travel areas, and areas requiring protection or restoration. This would support more consistent visitor information, route management, signage planning, and future maintenance or monitoring activities.

Partners and Leverage:: Lake Mead National Recreation Area (National Park Service) is the lead federal project partner providing coordination, planning oversight, and integration of project results into future OHV management decisions. The Desert Research Institute (DRI) serves as the technical lead and is responsible for field data collection, analysis, mapping, and reporting. Stakeholder outreach and engagement for this project will build on coordination already underway through the adjacent SNPLMA-funded effort and associated partners. This includes collaboration with Get Outdoors Nevada (GON), which will assist in coordinating communication with local OHV stakeholders and user groups, including Southern Nevada Offroad Recovery (SNORR) and other community-based OHV representatives. Tribal engagement is being conducted through the adjacent SNPLMA-funded effort and includes coordination with Tribes affiliated with the project area. Lake Mead NRA and DRI recently co-hosted virtual Tribal meetings and a multi-day on-site meeting and site visit for the 18 Tribes affiliated with the project area. These discussions include consideration of OHV-related assessments within overlapping areas of interest, including portions of the Nevada OHV grant project area. DRI's STEM Education program will also contribute to broader outreach by developing two K–12 educational modules focused on OHV recreation on public lands, environmental stewardship, cultural resource protection, and Lake Mead National Recreation Area. The SNPLMA-funded project and the Nevada OHV grant are complementary. The SNPLMA effort provides foundational data collection, imagery analysis, and outreach components across a broader portion of the landscape, while the Nevada OHV grant extends this work into adjacent, yet critically important areas where additional field validation, survey coverage, and impact assessment are needed. Together, the two funding sources improve the completeness of the dataset used to support future management decisions in the Overton Arm area. Input gathered through outreach activities associated with the SNPLMA-funded project will also help inform broader planning considerations for the Overton Arm area, alongside technical data generated through this OHV grant-funded work. Together, these partnerships provide a coordinated framework for stakeholder engagement, public outreach, and education that supports informed decision-making across both projects.

Economic Integration:: Through development of a site-specific management strategy informed by this project, Lake Mead National Recreation Area (NRA) will be better positioned to evaluate whether additional managed OHV recreation opportunities may be feasible within the Overton Arm area while avoiding or minimizing impacts to cultural and natural resources. The Overton area has experienced economic challenges associated with the long-term recession of Lake Mead, which has reduced traditional water-based recreation and associated visitor spending. At the same time, regional demand for OHV recreation has increased, including established use at nearby destinations such as the BLM Logandale Trails System. By providing field-verified data on resource conditions, existing use patterns, and areas of environmental and cultural constraint, this project supports more informed recreation planning and route management decisions. In doing so, it may help identify whether appropriately sited OHV (including ATV/UTV) access could contribute to diversifying regional recreation opportunities and supporting visitation-related economic activity in nearby gateway communities.

New Facilities:: This project does not propose development of a new OHV facility, trail system, campground, staging area, or other large-scale recreational infrastructure. Instead, the project includes limited, low-impact management improvements (e.g., signage and route delineation features) justified by documented resource impacts and ongoing unauthorized OHV use in the Overton Arm area and intended to address immediate

resource protection concerns and improve route clarity within the Overton Arm area. Proposed improvements include installation of signs, route markers, barriers, visual deterrents, and other low-impact site-appropriate management features identified through field assessments. These actions are intended to direct visitors toward approved travel routes, discourage continued proliferation of unauthorized routes, and protect significant archaeological resources. The need for these improvements is directly supported by documented unauthorized route creation and ongoing visitor confusion regarding designated roads, jurisdictional boundaries, and changing lake conditions. In several locations, unmanaged travel has resulted in impacts to sensitive archaeological landscapes exposed by the recession of Lake Mead. These measures are intended as targeted management and stabilization actions rather than development of a formal OHV recreation facility or designated trail network. Final placement, quantity, and treatment type would be determined using field-verified data collected through this project, with priority given to locations where resource impacts, route proliferation, or user confusion are currently occurring. By improving route definition and supporting more consistent visitor understanding of approved travel areas, these actions may also help reduce future maintenance needs, minimize resource damage, and support safer and more sustainable OHV recreation management over time. Any future consideration of formal OHV facilities, designated ATV/UTV route systems, or expanded recreational infrastructure would occur through separate planning processes, public involvement, and required environmental compliance. This project provides the baseline data and field analysis needed to support those future management decisions while also enabling, low-impact actions to reduce resources damage.

7. Project Location

Nearest town/city/municipality to project (list multiple if applicable) :: Overton, Nevada

County(s):: Clark

8. Land Management and Environmental Compliance

Landowner(s): U.S. Department of the Interior, National Park Service

Please describe land management classification: Federal

Will there be ground disturbing activities? (ex. construction, trail maintenance): false

Universal Access to Outdoor Recreation - A Design Guide: false

USFS Standard Specifications for Construction & Maintenance of Trails: false

BLM Manual 9113-Roads: false

BLM Manual 9102 - Facility Design: false

BLM Manual 9103 - Facility Construction: false

Great Trails: Providing Quality OHV Trails and Experiences or other NOHVCC Handbooks: false

Other standards or guidelines: The following legislative acts provide for the protection of archaeological and cultural resources, established the federal land management agency as the responsible for protecting these resources, and establish penalties for damage to, destruction, or theft of these resources. These acts additionally lay the framework for conducting archaeological research, and set the standards for qualified archaeological research, data collection, and storage, curation, and ownership of archaeological materials. The legislation and standards listed here will be strictly adhered to throughout the length of the project.

- o Antiquities Act of 1906
- o Historic Sites Act of 1935
- o Reservoir Salvage Act of 1960
- o National Historic Preservation Act (NHPA) of

1966 o National Environmental Policy Act (NEPA) of 1969 o Archaeological and Historic Preservation Act (AHPA) of 1974 o Archaeological Resources Protection Act (ARPA) of 1979, as amended in 1988 o Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation, issued in 1983 o Curation of Federally Owned and Administered Archaeological Collections (36 CFR 79), issued in 1990 o Native American Graves Protection and Repatriation Act (NAGPRA) of 1990.

Record of Decision (ROD): false

Finding of No Significant Impact (FONSI) and a Decision Record (DR): false

Categorical Exclusion (CX): false

SHPO 106 compliance/concurrence letter: false

Other compliance documents already completed: false

Not applicable: true

9. Budget

10. Additional Materials

Project Dates

Project Dates

Date funding required: 8/1/2026

Initiation of Operations: 7/31/2028

Project Costs

	Program Funds	Local Funding Source	Matching Funds	Total Costs	Other Funding Source
Administrative Fee	\$22,723.00	\$0.00	\$0.00	\$22,723.00	
Land Acquisition	\$0.00	\$0.00	\$0.00	\$0.00	
Planning and Assessments	\$0.00	\$0.00	\$0.00	\$0.00	
Labor	\$174,594.00	\$0.00	\$0.00	\$174,594.00	
Contracts	\$0.00	\$0.00	\$0.00	\$0.00	
Material Supplies	\$0.00	\$0.00	\$0.00	\$0.00	
Travel	\$8,206.00	\$0.00	\$0.00	\$8,206.00	
Equipment	\$0.00	\$0.00	\$0.00	\$0.00	
Other	\$44,427.00	\$0.00	\$0.00	\$44,427.00	
Totals	\$249,950.00	\$0.00	\$0.00	\$249,950.00	

Signature JD Lancaster Date: 06/12/2026

Project Timeline

APPENDIX A

Project Timeline: Funding Agreements are two years unless specified. Please complete the table below providing a quarterly timeline for your project.

Date	Project Goals	Deliverables
Year 1 – Q1	• Complete route mapping and prepare for field validation • Complete preparation for archaeological survey	• Quarterly Report 1
Year 1 – Q2	• Complete route mapping and prepare for field validation • Complete preparation for archaeological survey	• Quarterly Report 2
Year 1 – Q3	• Complete archaeological surveys • Complete route mapping field validation	• Quarterly Report 3 • Initial fieldwork summary report and data/relevant information
Year 1 – Q4	• Complete site forms, GIS data products, damage assessments, site-specific management plan support/components, and National Register of Historic Places evaluations of archaeological resources.	• Quarterly Report 4
Year 2 – Q1	• Complete site forms, GIS data products, damage assessments, site-specific management plan	• Quarterly Report 5

	support/components, and National Register of Historic Places evaluations of archaeological resources.	
Year 2 – Q2	• Complete site forms, GIS data products, damage assessments, site-specific management plan support/components, and National Register of Historic Places evaluations of archaeological resources.	• Quarterly Report 6
Year 2 – Q3	• Prepare final technical report	• Quarterly Report 7
Year 2 – Q4	• Prepare final technical report	• Quarterly Report 8 • Road network mapping delivered to NPS • Site forms and other survey data delivered to NPS • Final technical report delivered to NPS.

Support documentation from property owner

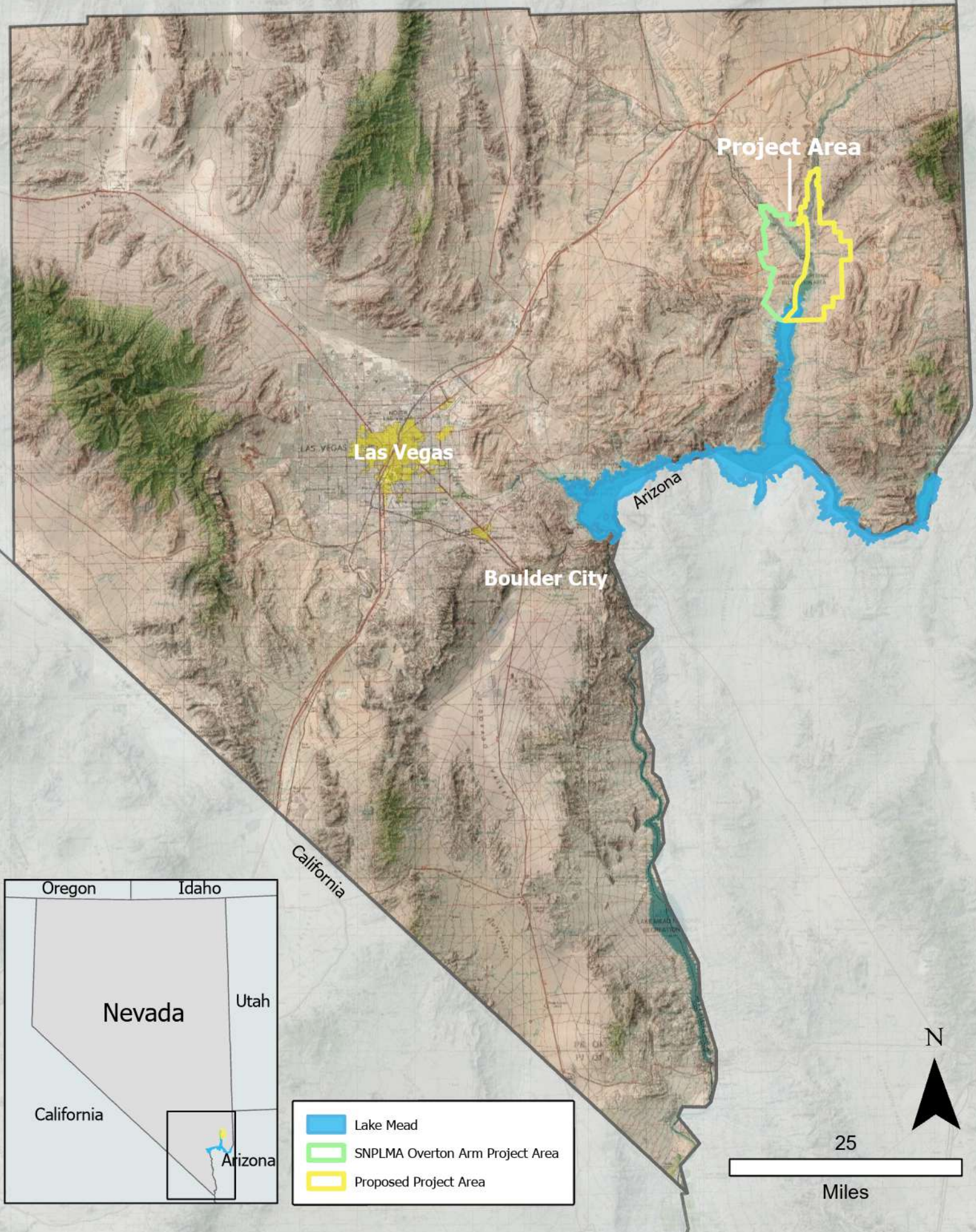
APPENDIX B

Please see Landowner support letter

Project Map 1

APPENDIX C

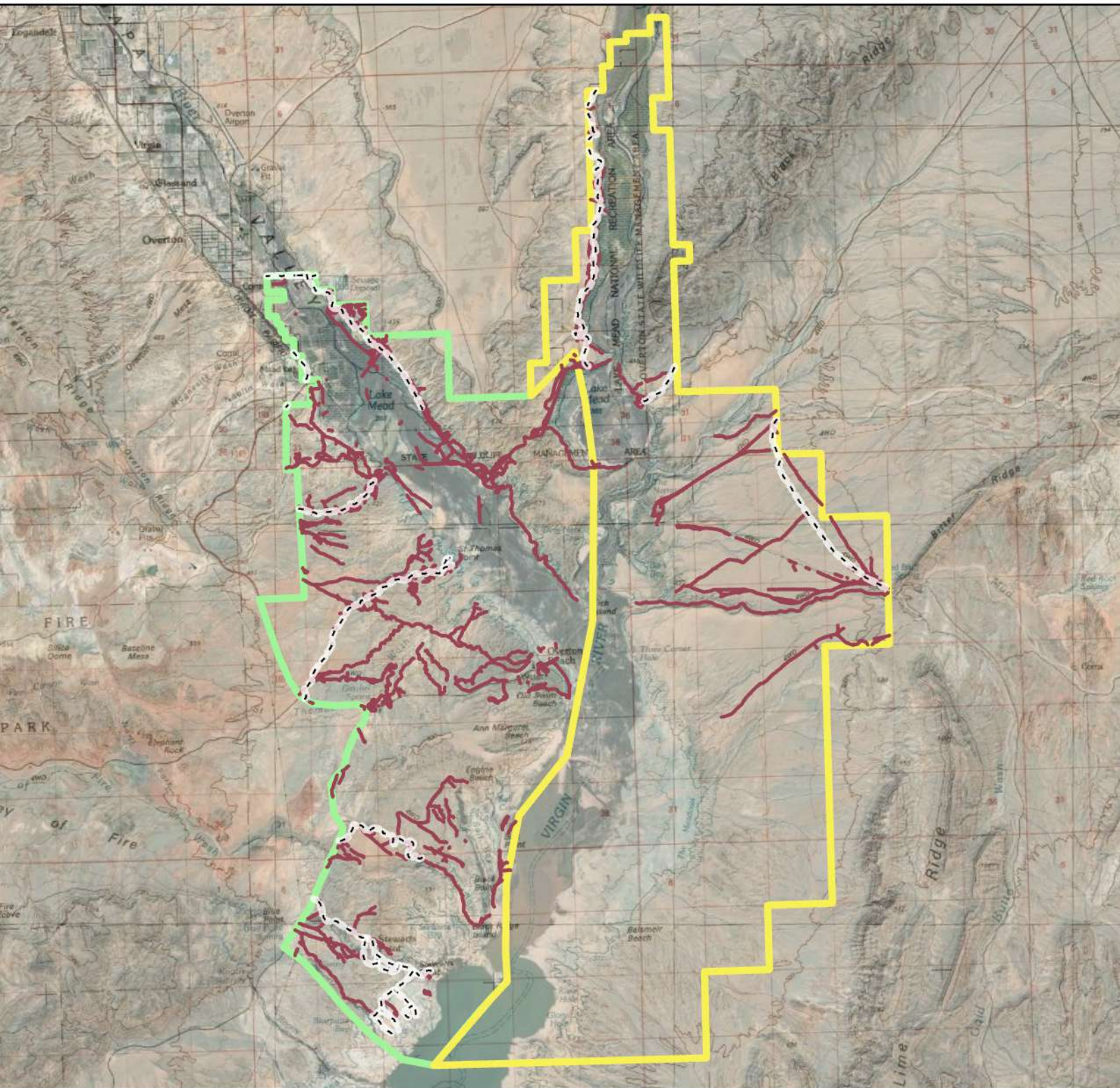
General Location Map



Project Map 2

APPENDIX D

Detail Map 1



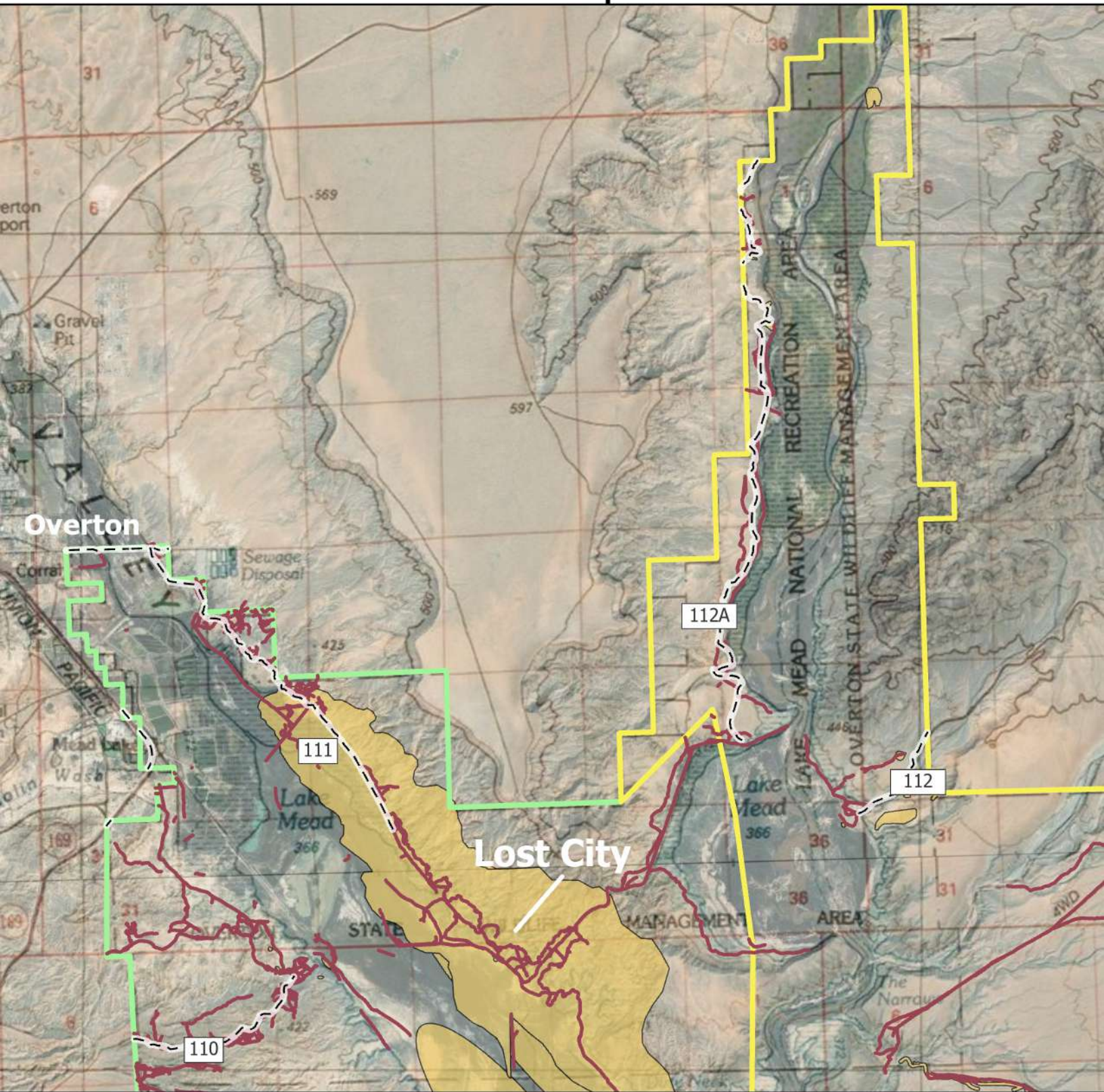
- Unapproved Roads
- - - Park Backcountry Approved Roads
- Proposed Project Area
- SNPLMA Overton Arm Project Area
- Lake Mead



2 Miles



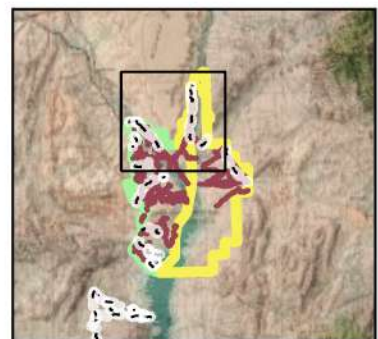
Detail Map 2



- Unapproved Roads
- - - Park Backcountry Approved Roads
- Cultural Site Areas
- Proposed Project Area
- SNPLMA Overton Arm Project Area



1 Mile



Project Photos 1

APPENDIX E



Photo 1: An ATV entering a closed portion of Lake Mead NRA on an unapproved trail at the end of AR111 on January 21, 2026. The road has been created by cutting the cable of the post and cable barrier visible in frame right (Photo: DRI).

Project Photos 2

APPENDIX F



Photo 2: Remains of a house structure (an archaeological site) on the Virgin River in the proposed project area. Pink flags are marking artifacts (stone tools and ceramic vessel fragments). This site was identified during preliminary reconnaissance of an OHV impact area on AR112A (Photo: DRI).

Landowner Letter

APPENDIX G

United States Department of the Interior



NATIONAL PARK SERVICE

LAKE MEAD NATIONAL RECREATION AREA
INTERIOR REGION 8
601 NEVADA HIGHWAY
BOULDER CITY, NEVADA 89005



Nevada Off-Highway Vehicles Program
Department of Conservation and Natural Resources
901 S. Stewart Street, Ste 1003
Carson City, Nevada 89701

May 14, 2026

RE: Virgin River OHV Trail Studies and Cultural Resources Assessment Project

Dear Commissioners:

I am writing to confirm that the proposed Virgin River OHV Trail Studies and Cultural Resources Assessment Project addresses an identified resource management and visitor use need at Lake Mead National Recreation Area. The proposed project would build upon an existing SNPLMA-funded effort in the Muddy River area immediately adjacent to the proposed project area.

Lake Mead National Recreation Area supports consideration of this project for funding and supports the proposed coordination with the Desert Research Institute to complete the described studies and cultural resource assessment work. If funded, the National Park Service would coordinate with project staff on access to the project area and would review and consider implementation of any proposed outcomes consistent with applicable law, regulation, policy, and available authorities.

I have reviewed the Request for Grant Application package and understand the proposed scope of work and grant requirements. Because the proposed project would occur on federal land administered by the National Park Service, all work must comply with applicable legal and regulatory requirements, including the National Environmental Policy Act, the National Historic Preservation Act, and other applicable federal requirements. This letter does not waive, predetermine, or substitute for any required compliance, consultation, permitting, agreement, or future National Park Service decision.

As Superintendent, I exercise delegated authority for the administration, management, and protection of Lake Mead National Recreation Area lands and resources. That authority is sufficient to allow the National Park Service to coordinate on the proposed studies, authorize appropriate access and fieldwork through applicable NPS processes, and consider future implementation actions consistent with law, regulation, policy, and completed compliance.

If you have any questions or concerns, please contact Ben Roberts, Acting Chief of Resource Stewardship, at ben_roberts@nps.gov or 775-293-2164.

Sincerely,

Ed W. Clark
Acting Superintendent
Lake Mead National Recreation Area

Detailed Budget

APPENDIX H

Title: Virgin River OHV trail studies and cultural resources assessment

Project Period: 8/1/26 - 7/31/28

	Rate	Units (Months)	Year 1 Amount	Units (Months)	Year 2 Amount	Total
SALARIES						
<i>Professional/Senior Personnel</i>	<i>Per Month</i>					
Principal Investigator/Program Director (JD Lancaster)	\$ 10,559.14	0.94	\$ 9,957.00	1.00	\$ 11,087.00	\$ 21,044.00
Project Administrator, Data Specialist, and Liaison to NPS (Stefani Dawn)	\$ 10,192.26	0.75	\$ 7,644.00	0.70	\$ 7,491.00	\$ 15,135.00
Rank 4 Research Scientist/Archaeologist (Dave Page - located in Reno, NV)	\$ 15,748.19	0.70	\$ 11,024.00	0.80	\$ 13,228.00	\$ 24,252.00
Staff Research Scientist	\$ 5,268.03	1.00	\$ 5,268.00	2.00	\$ 11,063.00	\$ 16,331.00
Staff Research Scientist	\$ 5,268.03	0.75	\$ 3,951.00	2.00	\$ 11,063.00	\$ 15,014.00
GIS Specialist and Data Analyst/Program Technical Support (Eric Chameroy)	\$ 5,512.50	0.52	\$ 2,872.00	1.50	\$ 8,682.00	\$ 11,554.00
Total Professional/Senior Personnel			\$ 40,716.00		\$ 62,614.00	\$ 103,330.00
<i>Post Doctorate</i>						
NA						
<i>Technical</i>						
Backcountry Coordinator	\$ 4,375.00	1.00	\$ 4,375.00	1.00	\$ 4,550.00	\$ 8,925.00
<i>Graduate Student</i>						
NA						
<i>Hourly</i>	<i>Per Hour</i>					
Field Technician	\$ 30.00	80.00	\$ 2,400.00	0.00	\$ -	\$ 2,400.00
Total Salaries			\$ 47,491.00		\$ 67,164.00	\$ 114,655.00
FRINGE BENEFITS						
Professional	53.00%		\$ 21,579.00		\$ 33,185.00	\$ 54,764.00
Post Doctorate	35.20%					
Technical	57.40%		\$ 2,511.00		\$ 2,611.00	\$ 5,122.00
Graduate Student	28.20%					
Hourly	2.20%		\$ 53.00		\$ -	\$ 53.00
Total Fringe			\$ 24,143.00		\$ 35,796.00	\$ 59,939.00
TOTAL SALARY AND FRINGE BENEFITS			\$ 71,634.00		\$ 102,960.00	\$ 174,594.00
EQUIPMENT (items exceeding \$10K per unit)						
NA						
TOTAL EQUIPMENT						
TRAVEL						
<i>Domestic Travel</i>						
Airfare - Reno to Las Vegas	\$ 400.00	2.00	\$ 800.00	0.00		\$ 800.00
Per Diem - Lodging - Clark County	\$ 159.00	4.00	\$ 636.00	0.00		\$ 636.00
Per Diem - Meal - Clark County	\$ 86.00	44.00	\$ 3,784.00	0.00		\$ 3,784.00
Transportation/airport parking etc - \$40 per day	\$ 40.00	4.00	\$ 160.00	0.00		\$ 160.00
Camping - \$40/night	\$ 40.00	40.00	\$ 1,600.00	0.00		\$ 1,600.00
Motor Pool - Milage Rate - (0.35/mile)	\$ 0.35	1,218.00	\$ 426.00	0.00		\$ 426.00
Motor Pool - Daily Rate - \$40	\$ 40.00	20.00	\$ 800.00	0.00		\$ 800.00
Total Domestic Travel			\$ 8,206.00			\$ 8,206.00
TOTAL TRAVEL			\$ 8,206.00			\$ 8,206.00
OTHER DIRECT COSTS						
Large Rock barrier materials with delivery (100 tons)	\$ 250.00	100.00	\$ 25,000.00			\$ 25,000.00
Large Rock placement placement (equipment, operator, fuel)	\$ 16,000.00	1.00	\$ 16,000.00			\$ 16,000.00
Fiberglass Carsonite Signs	\$ 36.16	75.00	\$ 2,712.00			\$ 2,712.00
Carsonite Stickers	\$ 3.82	187.00	\$ 715.00			\$ 715.00
TOTAL OTHER DIRECT COSTS			\$ 44,427.00			\$ 44,427.00
Total Direct Costs			\$ 124,267.00		\$ 102,960.00	\$ 227,227.00
Modified Direct Costs (DC less subs, equip, part supp)			\$ 124,267.00		\$ 102,960.00	\$ 227,227.00
Indirect Cost	10.0%		\$ 12,427.00		\$ 10,296.00	\$ 22,723.00
TOTAL COST ESTIMATE			\$ 136,694.00		\$ 113,256.00	\$ 249,950.00

Cost Estimates and Backup

APPENDIX I

BUDGET JUSTIFICATION

Desert Research Institute

Salaries and Fringe Benefits (\$174,594):

The Desert Research Institute (DRI) is a non-profit academic research institution, and as such all faculty salaries are funded from grants and contracts. Salary rates are listed at the estimated July 1, 2026 rate. The out-years include a 5% cost of living and merit increase. DRI's fringe benefits are calculated annually based on the fringe benefits record from the prior year. The rates are subject to Department of Health and Human Services (DHHS) audit. The rates effective July 1, 2026 are 53% for professional employees, 57.4% for Technologists and 2.2% for hourly employees and undergraduates. Fringe benefits for professional and technical employees include retirement, health insurance, Medicare, Workman's Compensation Insurance, unemployment taxes, and accruals for sick and annual leave.

Key personnel (\$21,044):

JD Lancaster (Principal Investigator/Program Director): JD will serve as the principal investigator for the project and lead all research tasks including remote sensing and route mapping and archaeological research tasks, including the development of survey designs, data collection, data processing, interpretation, and reporting. He will evaluate all identified archaeological resources for eligibility for the National Register of Historic Places and develop management recommendations for NEPA and NHPA compliance based on the results of the field surveys. As part of these recommendations, he will also assess potential routes that avoid or minimize cultural resources impacts in the project areas. JD will direct the efforts of the research team and will deliver quarterly progress and financial reports to the commission and transmit project deliverables to NPS. He will also direct the installation of protective infrastructure.

Other personnel (\$82,286)

Stefani Dawn (Project Administrator, Data specialist, NPS Liaison): Stefani will assist with the preparation of financial and progress reporting related to the Nevada OHV grant, as well as general project administration for all aspects of the project. She will also assist with coordinating NPS and DRI efforts related to installation of the protective infrastructure and planning, development of management recommendations to support Lake Mead NEPA and NHPA compliance, and production of the final technical report.

David Page (Archaeologist/field data collection and processing specialist): David will assist with the collection and processing of archaeological field survey data and will lead efforts to prepare Deliverable 2, including Nevada SHPO-compliant archaeological site forms and a GIS database of archaeological site locations, OHV routes, and impact areas, and high-resolution photographic documentation of sites and associated impacts. He will also assist with preparation of the inventory and evaluation of identified archaeological resources section of the technical report and will contribute to other sections of the technical report.

Eric Chameroy (GIS Specialist and Data Analyst/Program Technical Support): Eric will manage GIS data collected and produced during this project, including data storage and archiving. He will work with staff to assure the quality of datasets and implement quality control assessment of

the datasets following collection. He will clean and prepare data for analysis and conduct spatial analyses and other data analyses required for the description and interpretation of archaeological materials identified during the surveys, and for identification and characterization of impacted areas and assessment of new routes. Eric will also assist with route mapping and the preparation of high-resolution aerial imagery products and surface elevation data and a georeferenced GIS database of all identified OHV routes and roads for delivery to Lake Mead National Recreation Area. He will also assist with the production of map products for site forms and the final technical report.

Edward Skaar (Staff Research Scientist/GIS Field Data Collection Specialist): Edward will complete GIS mapping of visible OHV routes in remote sensing data. He will prepare field data collection maps and databases for use in ArcGIS field maps, DRI's data collection system. Edward will also serve as a member of the survey crew and will assist in processing and exporting archaeological field data for quality control and later analysis and deliverables. Edward and Levi Bayer (introduced below) will provide the main effort for production of the final technical report under the direction of Lancaster and Page, including assisting with analyses and preparation of the draft documents for review. Edward will also assist with the preparation of archaeological data deliverables for this project under Deliverable 2, including Nevada SHPO-compliant archaeological site forms, GIS database of archaeological site locations, OHV routes, and impact areas, and high-resolution photographic documentation of sites and associated impacts.

Levi Bayer (Staff Research Scientist): Levi will assist with preparations for archaeological surveys (e.g. development of maps and collection of site forms, previous reports and studies) and will participate as a member of the survey crew. Levi will provide specialties in the identification of historic archaeological materials, and in compliance with NPS survey protocols. Levi and Edward will provide the main effort for production of the final technical report, including assisting with analyses and preparation of the draft documents for review.

Field Technician (To be named): The field technician is a temporary hourly position who will be hired by DRI to serve on the archaeological survey crew.

Backcountry Coordinator/Monitor (To be named): This position will be hired by DRI to assist with coordinating NPS and DRI protection efforts and collaboration with the Overton, Logandale, and Moapa communities, and monitoring of OHV impacts to natural and cultural resources. The Backcountry Monitor will also complete installation of some protective infrastructure elements (signage). This position will be supported by SNPLMA funding; however, one month of funding for this position per year is requested to support the efforts of this position in the proposed Virgin River project area.

Fringe Benefits (\$59,939):

Fringe benefits are charged at the rates outlined above approved by DHHS annually – rate agreement appended.

Travel (Domestic) (\$8,206):

Travel funds are requested to support two weeks (approximately 10 days) of field work to survey OHV trails along the Virgin River arm project area. Up to five personnel will participate in the

fieldwork. A temporary field camp will be established at Echo Bay or another convenient location where the field crew will stay while conducting field work. Each field crew member receives GSA meal per diem for Clark County, Nevada of \$86 per day, and a camping per diem reimbursement of up to \$40 per night for lodging. One field crew member will fly from Reno to Las Vegas to participate in the surveys (two round trip flights) and may stay in Las Vegas at the beginning and end of the field sessions (four nights total) depending on flight schedules and availability. This person will receive Clark County GSA lodging per diem reimbursement of up to \$159 per night for the month of January through March, and a lower rate during the rest of the year. They will also receive reimbursement of up to \$40 per day for transportation costs between the airport, lodging, and the DRI campus. Field work will likely be conducted during the winter months.

The field crew will utilize two DRI motorpool vehicles for transportation to the project area, and daily transportation from the field camp to the survey area. DRI motorpool vehicles are available for project use on a recharge basis, costing a standard \$40 per day of use, plus a mileage charge of \$0.35 per mile. Funds are requested to support 20 total days of vehicle use (10 days per vehicle) with an estimated mileage of 1218 miles for both vehicles.

Other direct costs (\$44,427):

Materials and Supplies (\$44,427):

Funds are requested for the acquisition of protective infrastructure materials, including barriers to block roads causing impacts to natural and cultural resources and signage to clarify routes and protected areas. Because surveys have not yet been completed, the exact type, quantity, and placement of signage and barriers cannot be determined; however, for planning purposes we have worked with a local business (Legacy Rock in Logandale) to estimate the costs to install large-rock (boulder) barriers to close unapproved OHV routes in the project area. As presented, barriers of around 30 ft width can be installed at approximately 7 routes using approximately 100 tons of 2–4-foot diameter boulders. The boulders would be acquired and delivered to a gravel pit near to the project area at a cost of \$250 per ton. This is estimated to be approximately 80 boulders. Installation would be completed by tracked skid steer over the period of up to three weeks (120 hours). Machine and operator costs are \$125 per hour, plus a \$1000 mobilization and demobilization fee for the equipment. The total cost as estimated is \$41,000.

We also estimated the costs of signage based on similar efforts recently completed by the park at Government Wash. Funds are requested to purchase 75 fiberglass carsonite markers from Caprice Electronics Inc. at \$36.16 each for a total of \$2,712. Stickers are purchased to place signage on the markers. The request also includes 185 stickers for signage on the markers at \$3.82 each for a total of \$706.70. Together the carsonite markers and stickers are estimated to cost approximately \$3,418.70.

Facilities and Administrative Costs (Indirect Costs) (\$22,723):

For this proposal DRI has applied a rate of 10%, our approved State of Nevada rate.

From: scott_legacyrock.net
To: [JD Lancaster](#)
Cc: [Legacy Rock](#)
Subject: Overton Virgin River Boulders
Date: Wednesday, May 13, 2026 2:26:18 PM

[You don't often get email from scott@legacyrock.net. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

To Mr Landcaster,
Appx 20 -25 tons per load 2' and larger boulders delivered @ \$250/ ton to east side of the mesa. Each load will be weighed and billed off of the weight shipped. Plus tax.

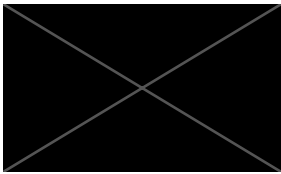
Skidsteer with operator @ \$125/ hr minimum and of 40 hours per week if over 40 hours it will be billed at 1-1/2 times the rate. This is for our standard labor rate with NO REPORTING.

Mob/ Demob \$1000 flat rate

Prices are good for 30 days from quote date.
Fuel surcharge may also apply
Prices are COD and if paid by card a 3-1/2% card fee applies.

Thank You

Scott Whipple
President
Legacy Rock Inc.



CEI
CAPRICE ELECTRONICS INC
2902 W 37th St
Brooklyn NY 11224
TEL: (718) 222-0436
FAX: (718) 222-0940

ORDER CONFIRMATION



No.	
Date	04/15/25
Cust No.	
P.O. number	

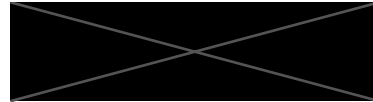
Bill To

Department of the Interior



Ship To

Lake Mead NRA



ORD	CODE	DESCRIPTION	UNIT PRICE	AMOUNT
75	QM375066BROWN	QUANTUM MARKETING GROUP - Fiberglass Utility Marker, Brown	36.16	2,712.00

ORDER STATUS & INVOICES- Please visit <http://www.ceisales.com/status>

PLEASE NOTE THE FOLLOWING IMPORTANT INFORMATION:

-If there are any pertinent order info please reply to this email ASAP to provide it. We automate many of our orders so order notes may be missed.

-If you require OCONUS shipping please advise ASAP as we generally default to using the DLA forwarding locations to provide free shipping. Note, we do charge shipping for OCONUS shipments.

-If you require inside delivery for large shipments please advise so we can make necessary arrangements. We provide free Truck deliveries for loading dock deliveries only. Inside delivery may incur additional charges and may not be possible to some locations depending on specific need.

SUBTOTAL	2,712.00
SHIPPING	0.00
TOTAL	2,712.00